Alabama Traffic Crash Facts 1999

Age	Licensed Drivers	Number of Drivers Involved in Accidents	Drivers Involved in Fatal Accidents
			5
14	112	181	5
15	11,625	525	
		6,899	
17	49,309	8,965	
18	53,7	9,393	
19	6,	9,334	
5-19)	9,8	35,116	
20	59,189	8,303	
21	58,8	7,450	
22	58,813		
23	61,226		
24	57,472		
(20-24)	295,597		
25	60,092		
26	59,464		
27	61,085		
28	63,688		
29	66,855		
(25-29)			
(30-34)			
(35-39)			
(40-44)			
(45-49)			
(50-54)			
(55-59)			
(60-64)			

Alabama Considering Graduated Driver's License-page 34

ACKNOWLEDGMENTS

This report was assembled from data provided by the Alabama Department of Public Safety. Each accident record, whether completed by a local police officer or a member of the Alabama Highway Patrol, was sent to Montgomery and entered into a centralized database maintained by the Department of Public Safety. The data summaries were provided by the Alabama Department of Transportation, who also provided funding for this effort along with the Alabama Department of Economic and Community Affairs - Traffic Safety Section.

The report itself was created by personnel at the University of Alabama Engineering Research Laboratory. Statistical information was augmented by the Critical Analysis Reporting Environment (CARE), a national award-winning computer system developed in Alabama that is now being employed to process several state and federal traffic and aviation accident/incident databases. Additional summaries of information as well as reports are available on the CARE web site:

http://care.cs.ua.edu

This site supports the on-line generation of summary information from the Alabama accident database. For more information on this capability or additional crash information contact:

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The University of Alabama

ALABAMA TRAFFIC CRASH FACTS

1999

Prepared Through The Cooperation Of The Following Agencies

Alabama Department of Transportation

Alabama Department of Public Safety

Alabama Department of Economic and Community Affairs

Alabama Department of Education

Dedicated to those people in Alabama working in traffic safety activities.

Table of Contents

OFFICE OF THE GOVERNOR

DON SIEGELMAN
GOVERNOR

STATE OF ALABAMA

STATE CAPITOL
600 DEXTER AVENUE, ROOM N-104
MONTGOMERY, ALABAMA 36130

(334) 242-7100
FAX: (334) 242-0937

Dear Friends:

Safety on Alabama's roadways affects all Alabamians, and improving traffic safety requires — and deserves — the commitment of all who travel our state's roadways. Just as governmental agencies play an essential role in ensuring traffic safety, so do we all.

Becoming better informed about traffic safety issues is an important part of addressing them effectively and, for this reason, it is my pleasure to present this year's edition of the *Alabama Traffic Crash Facts* book.

Education is a key ingredient in traffic safety. It begins when parents take their infant home from the hospital in a child safety seat. As children grow, they begin to understand the importance of safety in every environment. With the help of programs designed to make them safer passengers, pedestrians and bicyclists, children learn about the hazards of risk-taking and about the importance of making decisions that will help ensure their safety and that of others. Through formal education and the examples set by their parents and other responsible adults, children learn safe driving practices in preparation for becoming responsible drivers themselves.

Legislation, enforcement and engineering also are important in highway safety. Alabama passed a number of laws this year to help make the state's roadways safer and allowed our state to qualify for federal incentive funds to further traffic safety efforts, including those targeting enforcement and engineering improvements.

In reviewing this *Alabama Traffic Crash Facts* book, please keep in mind that each statistic represents an individual story, ranging from minor inconvenience to major, life-changing tragedy. Their compilation here serves as inspiration to continue our work to make Alabama's roadways the safest in the country.

With best regards, I am ...

Sincerely,

Don Siegelman
Governor

DS/me

1999
QUICK FACTS

	The 1999 Toll	1999	vs	1998
Persons Killed	1,148	up		7%
Persons Injured	47,065	down		.5%
Reported Accidents	137,724	up		.15%
Miles Travelled	56,413,000,000	up		2.2%

There were 1,148 people killed in 997 fatal accidents.

One traffic accident was reported every 228 seconds.

One person was injured in a traffic accident each 11 minutes and 10 seconds.

One person was killed every 7 hours and 37 minutes in a traffic accident.

Most Alabama accidents (71.3%) occurred in urban areas, but most fatalities (70.2%) occurred in rural areas.

For each person killed, there were 40.9 injured.

Of all drivers involved in fatal accidents, 11.5% were age 19 or under, and 24.7% were under 25 years of age.

Of all fatal accidents, 45% occurred at night.

The 1999 pedestrian death toll was 88.

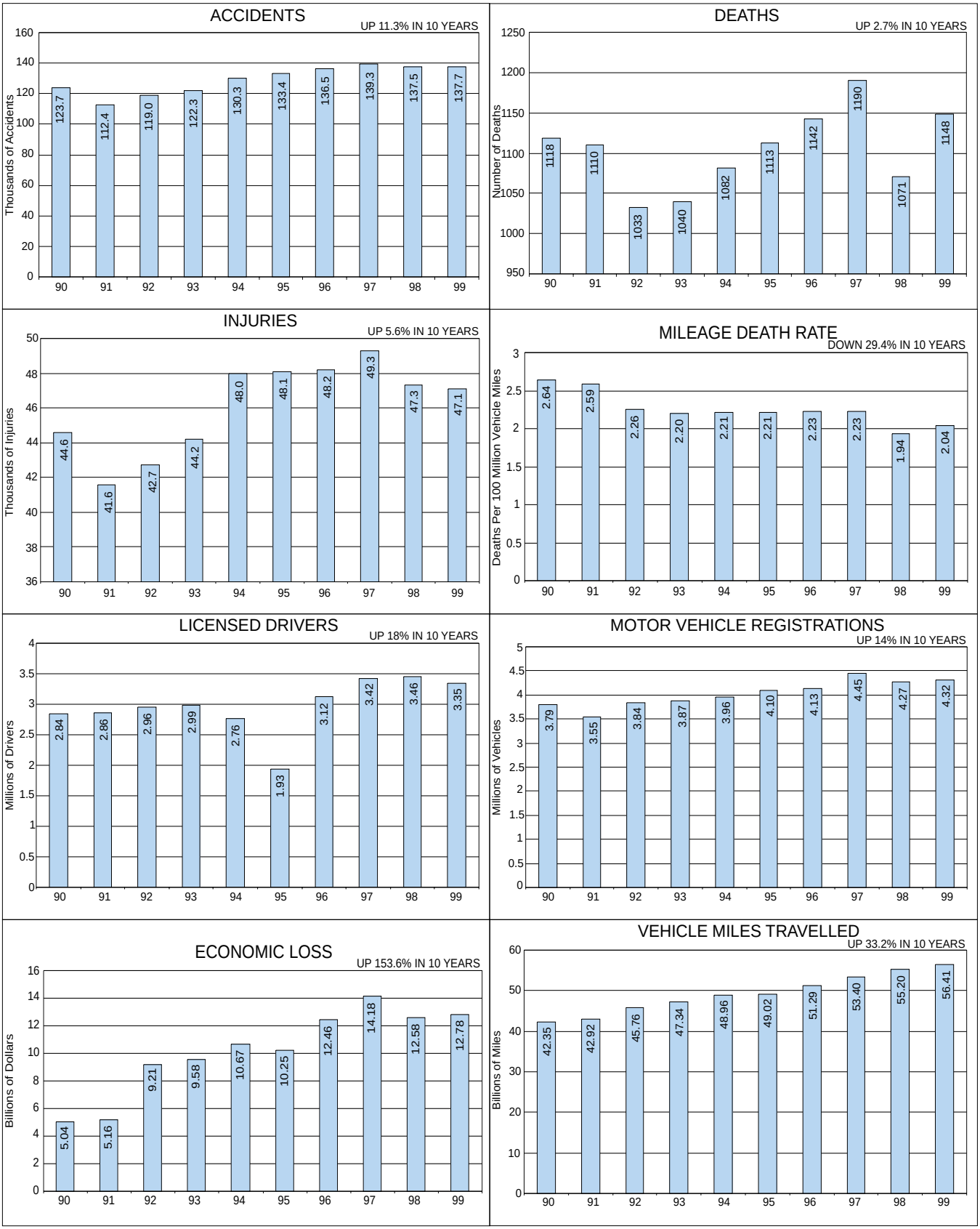
There were 33 fatalities among motorcycle or moped riders.

Bicyclists accounted for 3 fatalities.

Only 195 automobile fatalities (19%) were wearing seat belts, while the remaining 80.9% were not using seat belts.

Based On 1999 Data, If You Are A Typical Driver In Alabama, There Is A 60% Probability That You Will Be Involved In An Injury Or Fatal Crash While Driving An Automobile During Your Lifetime!

TEN YEAR TRAFFIC TRENDS
1990 -1999



TIME TRENDS

DAY OF WEEK

	Accidents	%	Deaths	%
Sunday	12,940	9.4	187	16.3
Monday	19,968	14.5	126	11.0
Tuesday	19,919	14.5	128	11.1
Wednesday	20,466	14.9	136	11.8
Thursday	20,435	14.8	147	12.8
Friday	24,737	18.0	184	16.0
Saturday	19,259	14.0	240	20.9
Total	137,724	100.0	1148	100.0

Anytime Is
Time to Buckle Up!

MONTH OF YEAR

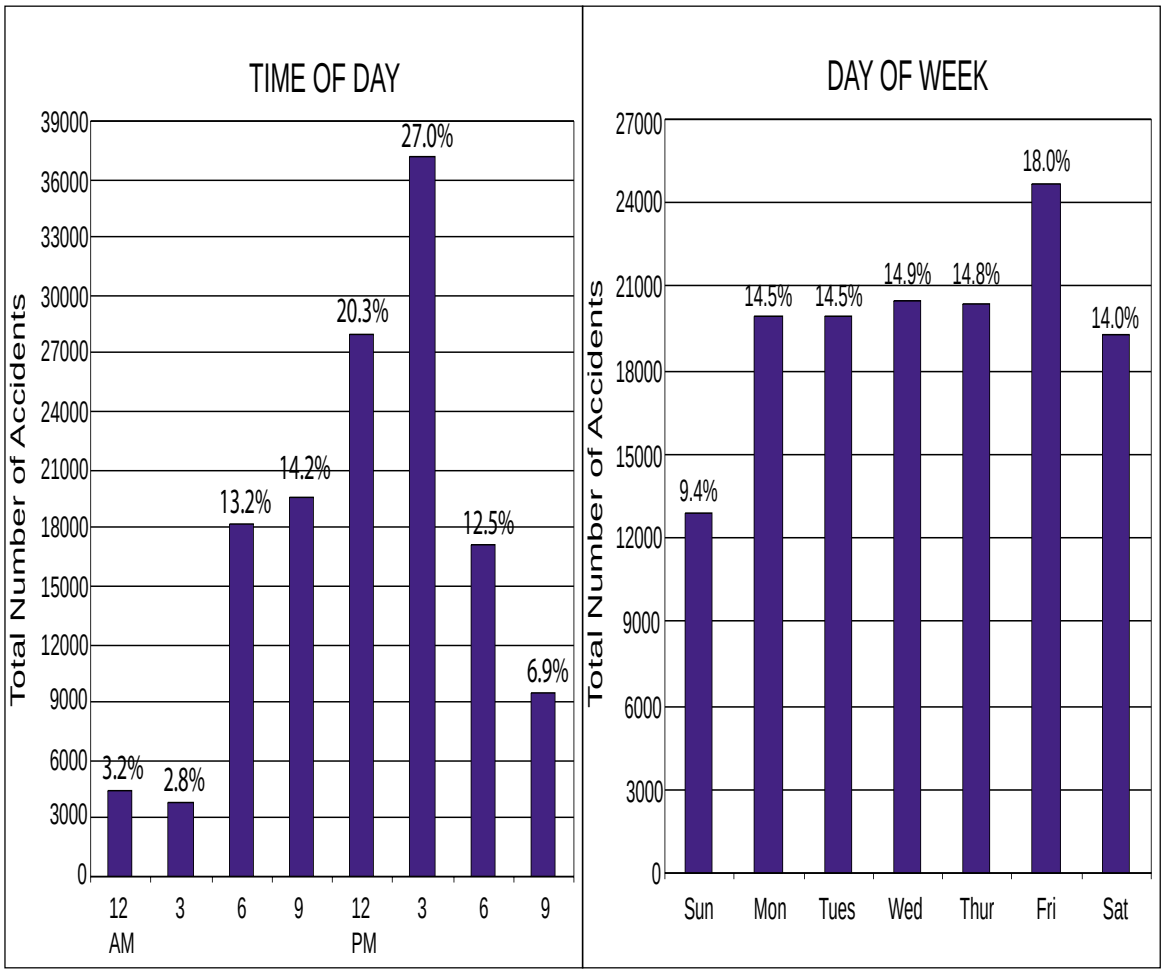
	Accidents	%	Deaths	%
January	11,212	8.1	61	5.3
February	10,444	7.6	70	6.1
March	11,818	8.6	70	6.1
April	11,684	8.5	108	9.4
May	12,283	8.9	114	9.9
June	12,262	8.9	83	7.2
July	11,008	8.0	117	10.2
August	10,670	7.7	112	9.8
September	11,218	8.1	102	8.9
October	11,700	8.5	120	10.5
November	11,405	8.3	114	9.9
December	12,020	8.7	77	6.7
Total	137,724	100.0	1148	100.0

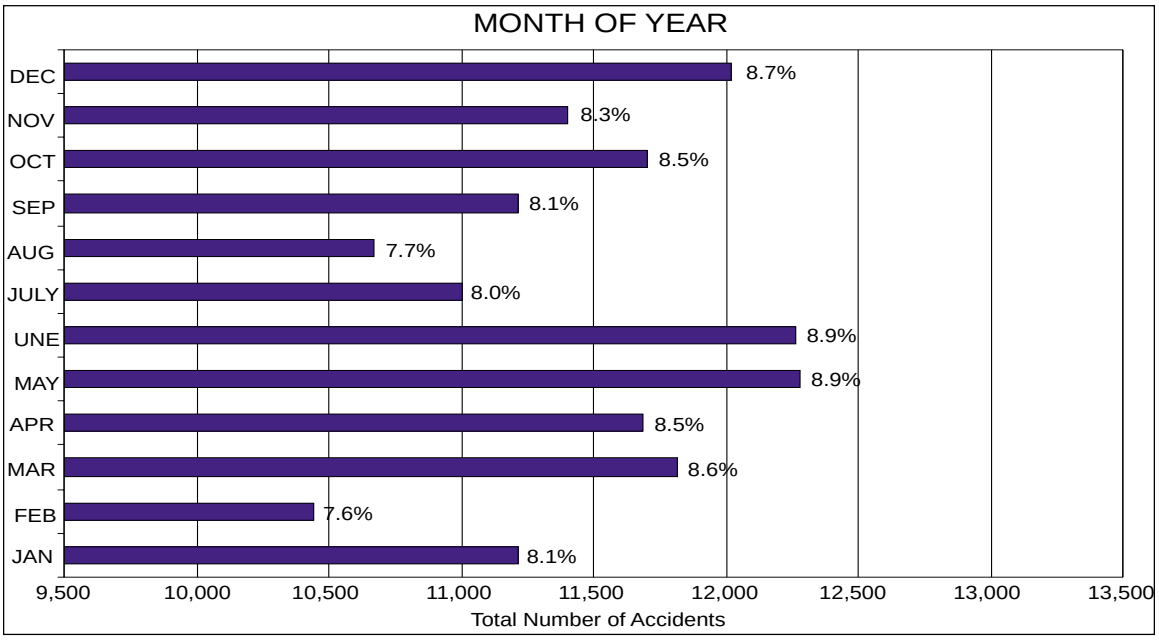
Be careful not to start your weekend with an accident. The most accident-prone period is Friday afternoon.

TIME OF DAY

	Accidents	%	Deaths	%
Midnight	1,687	1.2	33	2.9
1:00am	1,457	1.1	37	3.2
2:00am	1,279	0.9	31	2.7
3:00am	1,110	0.8	34	3.0
4:00am	1,029	0.7	34	3.0
5:00am	1,699	1.2	42	3.7
6:00am	3,303	2.4	36	3.1
7:00am	8,869	6.4	46	4.0
8:00am	5,953	4.3	27	2.4
9:00am	5,314	3.9	35	3.0
10:00am	6,341	4.6	41	3.6
11:00am	7,852	5.7	38	3.3
Noon	9,393	6.8	36	3.1
1:00pm	8,816	6.4	63	5.5
2:00pm	9,759	7.1	52	4.5
3:00pm	13,596	9.9	75	6.5
4:00pm	11,722	8.5	74	6.4
5:00pm	11,910	8.6	65	5.7
6:00pm	7,605	5.5	72	6.3
7:00pm	5,208	3.8	72	6.3
8:00pm	4,378	3.2	61	5.3
9:00pm	4,029	2.9	39	3.4
10:00pm	3,016	2.2	58	5.1
11:00pm	2,399	1.7	47	4.1
Total	137,724	100.0	1148	100.0

TIME TRENDS


TIME OF DAY
Total Number of Accidents
39000
36000
33000
30000
27000
24000
21000
18000
15000
12000
9000
6000
3000
0
3.2%
2.8%
13.2%
14.2%
20.3%
27.0%
12.5%
6.9%
12 AM
3
6
9
12 PM
3
6
9
DAY OF WEEK
Total Number of Accidents
27000
24000
21000
18000
15000
12000
9000
6000
3000
0
9.4%
14.5%
14.5%
14.9%
14.8%
18.0%
14.0%
Sun
Mon
Tues
Wed
Thur
Fri
Sat


MONTH OF YEAR
DEC
NOV
OCT
SEP
AUG
JULY
UNE
MAY
APR
MAR
FEB
JAN
8.7%
8.3%
8.5%
8.1%
7.7%
8.0%
8.9%
8.9%
8.5%
8.6%
7.6%
8.1%
9,500
10,000
10,500
11,000
11,500
12,000
12,500
13,000
13,500
Total Number of Accidents

TYPES OF CRASHES

FIRST HARMFUL EVENT

	FATALITIES	INJURIES	ACCIDENTS	% OF ACCIDENTS
HIT OTHER VEHICLE	513	33,091	102,359	74.3
HIT FIXED OR OTHER OBJECT	306	6,472	14,642	10.6
OVERTURNING	67	1,652	2,282	1.7
OTHER NON-COLLISION	12	232	1,493	1.1
HIT ANIMAL	2	285	3,138	2.3
HIT PEDESTRIAN	78	530	588	0.4
HIT PEDALCYCLIST	3	177	217	0.2
HIT RAILWAY TRAIN	12	51	101	0.1
HIT PARKED VEHICLE	9	417	4,091	3.0
ALL OTHER	146	4,158	8,813	6.4
TOTAL	1,148	47,065	137,724	100.0

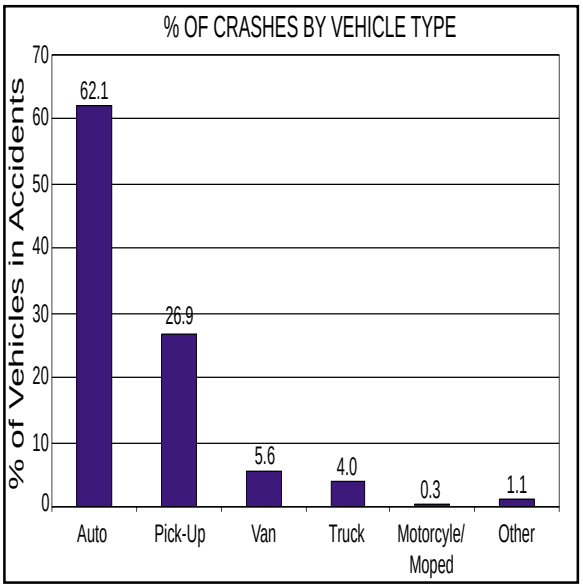
VEHICLE TYPE

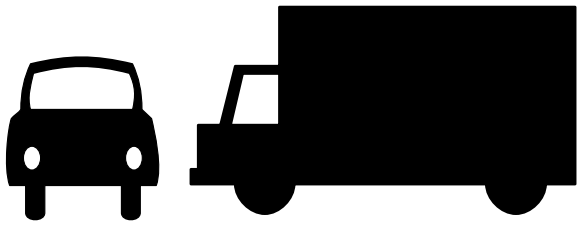
	VEHICLES INVOLVED IN ACCIDENTS	% OF VEHICLES
AUTO	158,053	62.1
PICK-UP	68,438	26.9
VAN	14,247	5.6
TRUCK	10,132	4.0
MOTORCYCLE / MOPED	884	0.3
OTHER	2,805	1.1
TOTAL	254,559	100.0

The typical Alabama traffic accident occurs between two autos when one of the drivers fails to yield the right of way.

HAZARDOUS CARGO

	ACCIDENTS	%
EXPLOSIVE	16	5.3
GAS/FLAMMABLE	236	78.7
POISON	47	15.7
RADIOACTIVE	1	0.3
TOTAL	300	100.0





TYPES OF CRASHES

BY FIRST HARMFUL EVENT

Hit Other Vehicle

	1998	1999
Accidents	101,576	102,359
Injuries	32,875	33,091
Fatalities	472	513

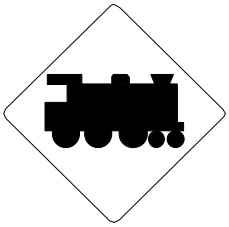
Hit Bicycle

	1998	1999
Accidents	229	217
Injuries	190	177
Fatalities	4	3

Hit Pedestrian

	1998	1999
Accidents	633	588
Injuries	567	530
Fatalities	74	78

Hit Train



	1998	1999
Accidents	107	101
Injuries	56	51
Fatalities	11	12

Hit Fixed Object

	1998	1999
Accidents	15,021	14,642
Injuries	6,640	6,472
Fatalities	291	306

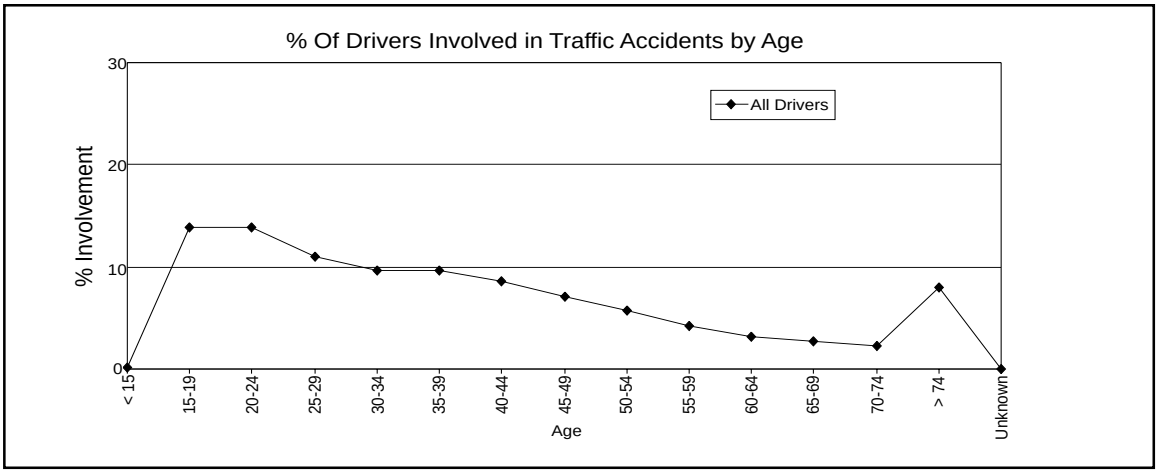
All Others

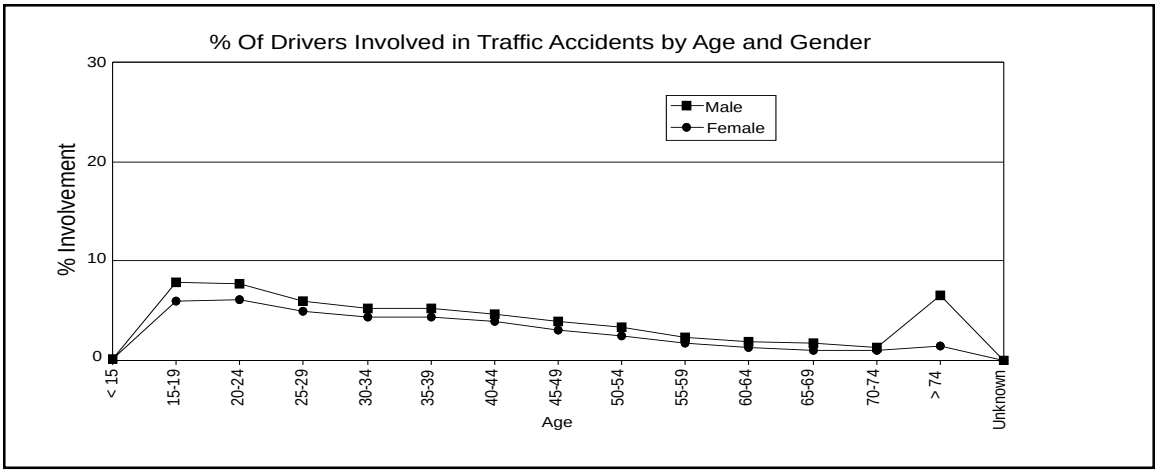
	1998	1999
Accidents	19,943	19,817
Injuries	6,982	6,744
Fatalities	219	236

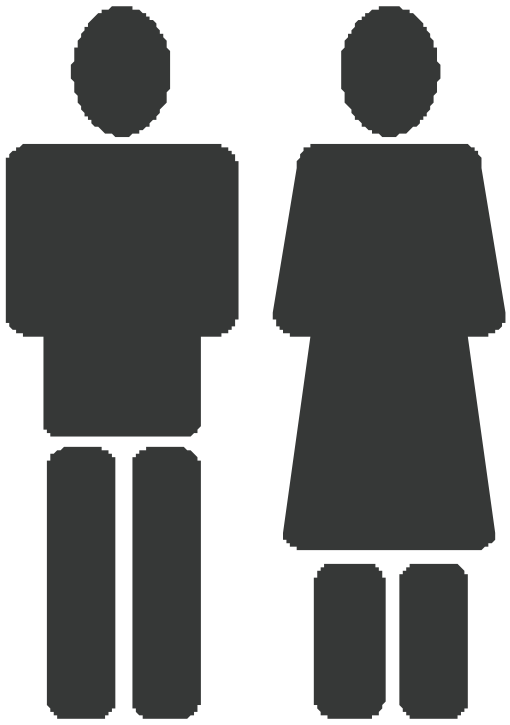
Totals

	1998	1999
Accidents	137,509	137,724
Injuries	47,310	47,065
Fatalities	1,071	1,148

INVOLVEMENT BY AGE AND GENDER







Ages of Fatalities

Age	Number of Persons Killed	Age	Number of Persons Killed	Age	Number of Persons killed
1	2	(10-14)	29	28	26
2	7	15	5	29	25
3	2	16	27	(25-29)	113
4	5	17	40	(30-34)	87
(1-4)	16	18	33	(35-39)	88
5	0	19	49	(40-44)	87
6	6	(15-19)	154	(45-49)	80
7	4	20	28	(50-54)	70
8	5	21	32	(55-59)	55
9	7	22	30	(60-64)	40
(5-9)	22	23	24	(65-69)	42
10	5	24	21	(70-74)	43
11	3	(20-24)	135	>74	82
12	5	25	25	Unknown	5
13	8	26	17		
14	8	27	20		

INVOLVEMENT BY AGE AND GENDER

Number of Drivers Involved in Accidents and Fatalities by Age

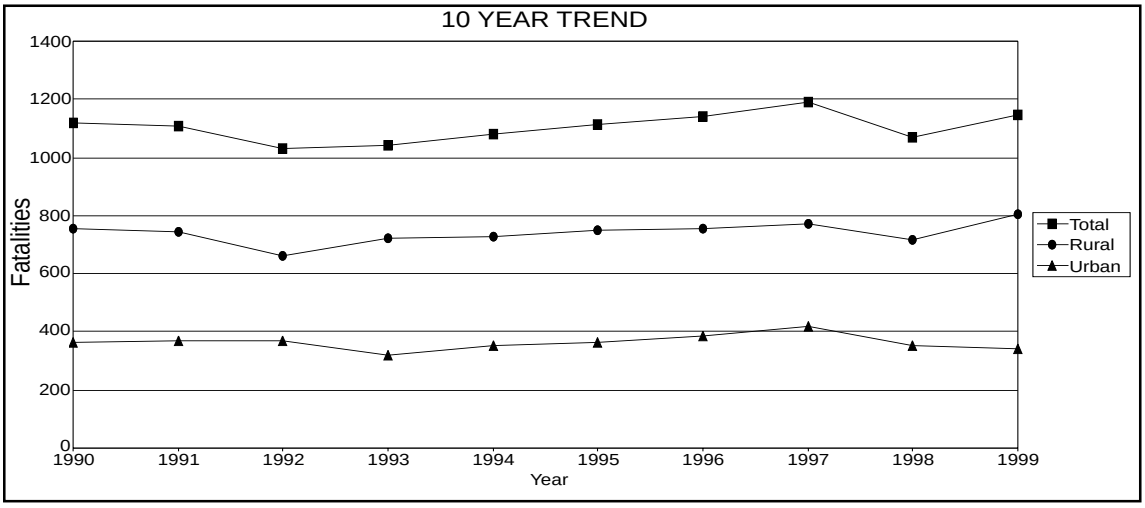
Age	Licensed Drivers	Number of Drivers Involved in Accidents	Number of Drivers Involved in Fatal Accidents
<14	0	393	5
14	112	131	5
15	11,625	525	3
16	38,486	6,899	27
17	49,309	8,965	47
18	53,760	9,393	40
19	56,629	9,334	52
(15-19)	209,809	35,116	169
20	59,189	8,303	53
21	58,897	7,450	35
22	58,813	7,120	38
23	61,226	6,236	36
24	57,472	5,949	42
(20-24)	295,597	35,058	204
25	60,092	5,629	36
26	59,464	5,602	44
27	61,085	5,505	23
28	63,688	5,754	30
29	66,855	5,470	27
(25-29)	311,184	27,960	160
(30-34)	305,291	24,369	147
(35-39)	334,514	24,593	150
(40-44)	337,448	22,006	151
(45-49)	308,401	17,996	109
(50-54)	278,938	14,769	116
(55-59)	219,436	10,863	77
(60-64)	182,396	8,147	53
(65-69)	162,391	6,881	56
(70-74)	145,455	5,906	44
>74	260,511	20,301	100
Unknown		70	0
Total	3,351,483	254,559	1,546

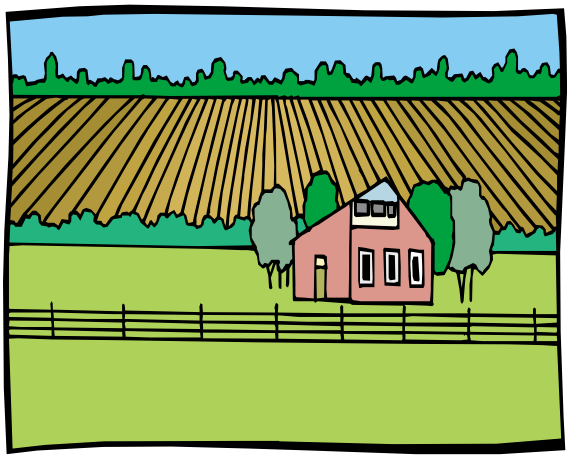
Number of Drivers Involved in Accidents and Fatalities by Gender

Gender	Licensed Drivers	Number of Drivers Involved in Accidents	Number of Drivers Involved in Fatal Accidents
Male	1,667,134	137,014	1,105
Female	1,684,349	106,771	415
Unknown		10,774	26
Total	3,351,483	254,559	1,546

ACCIDENT LOCATION

RURAL VS.URBAN TRAFFIC FATALITIES





10 Year Experience

	FATALITIES		
Year	State Total	Rural	Urban
1990	1,118	754	364
1991	1,110	742	368
1992	1,033	661	372
1993	1,040	722	318
1994	1,082	727	355
1995	1,113	749	364
1996	1,142	757	385
1997	1,190	772	418
1998	1,071	717	354
1999	1,148	807	341

The number of RURAL fatalities increased 12.5% in 1999.

The number of URBAN fatalities decreased 3.7% in 1999.

ACCIDENT LOCATION

Rural Locale

	Accidents	%
Open Country	30,304	76.9
Residential	4,830	12.3
Business	3,617	9.2
Industrial	257	0.7
School/Playground	238	0.6
Other	168	0.4

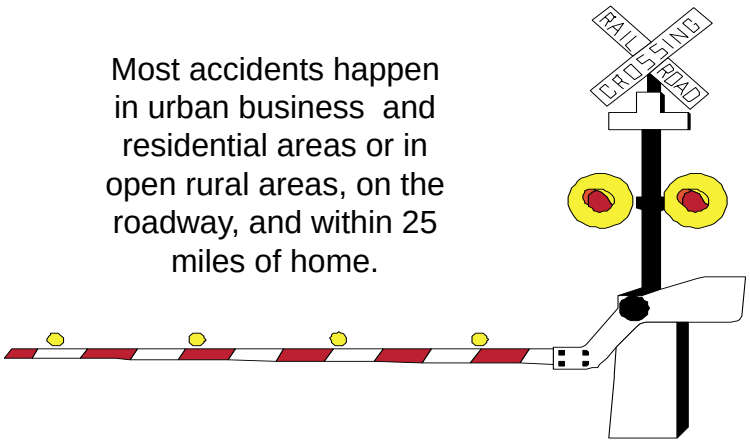
Urban Locale

	Accidents	%
Open Country	8,893	9.0
Residential	25,523	26.0
Business	56,865	57.8
Industrial	2,020	2.1
School/Playground	2,243	2.3
Other	2,766	2.8

Driver's Residence

Residence Within 25 Miles	
Yes	79.2%
No	20.8%

Most accidents happen in urban business and residential areas or in open rural areas, on the roadway, and within 25 miles of home.



Crash Location

	Accidents	%
On Roadway	80,906	58.75
Intersection	33,433	24.30
Off Roadway	21,891	15.90
Median	951	0.70
Private Road	376	0.30
Railroad Tracks	101	0.10
Driveway	66	0.05
Other	0	0.00

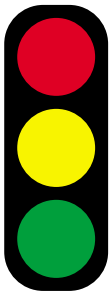
ACCIDENT ENVIRONMENT

Traffic Control

	Accidents	%
Railroad Device	242	0.2
Yield Sign	3,438	2.5
Stop Sign	13,052	9.5
Traffic Signal	27,558	20.0
Other	72,879	52.9
None	20,555	14.9

Light Condition

	Accidents	%
Day	101,511	73.7
Dawn	1,351	1.0
Dusk	3,173	2.3
Dark	16,315	11.8
Streetlights	15,098	11.0
Not Stated	276	0.2



Road Character

	Accidents	%
Level	89,873	65.3
Downgrade	16,010	11.6
Upgrade	11,714	8.5
Hillcrest	1,500	1.1
Level Curve	8,252	6.0
Curve on Hill	8,856	6.4
Not Stated	1,519	1.1

Number of Lanes

	Accidents	%
One	3,544	2.6
Two	69,784	50.7
Three	6,244	4.5
Four	39,617	28.8
Five	5,376	3.9
Six or More	11,448	8.3
Not Stated	1,711	1.2

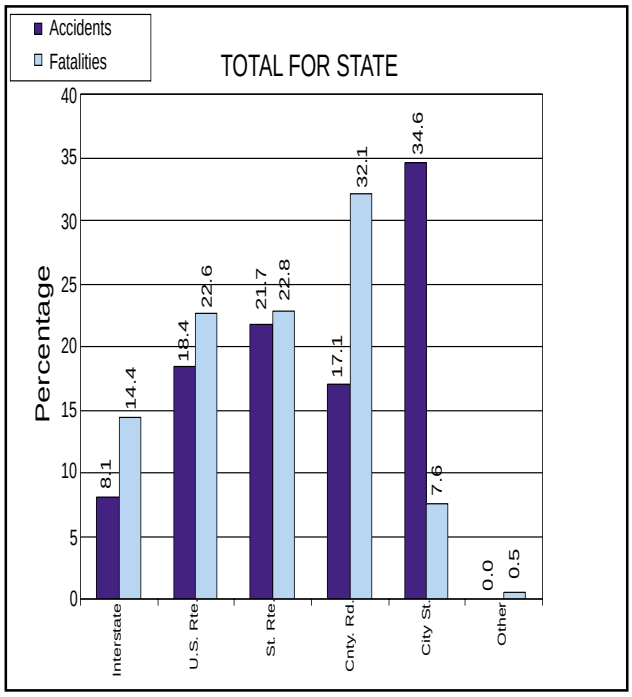
Weather

	Accidents	%
Clear	88,752	64.4
Cloudy	29,250	21.2
Rain	18,097	13.1
Snow/Sleet	150	0.1
Fog	1,011	0.7
Other	464	0.3

Road Condition

	Accidents	%
Dry	111,475	80.9
Wet	24,564	17.8
Icy/Slushy	228	0.2
Muddy	38	0.0
Other	1,419	1.0

TYPE OF ROADWAY



TOTAL FOR STATE

	Accidents		Fatalities	
Road Type	Number	%	Number	%
Interstate	11,099	8.1	165	14.4
U.S. Route	25,397	18.4	260	22.6
State Route	29,892	21.7	262	22.8
County	23,563	17.1	368	32.1
City	47,711	34.6	87	7.6
Other	62	0.0	6	0.5
Total	137,724	100.0	1,148	100.0

Most accidents occur on urban city streets while most fatalities happen on rural county roads.

RURAL AREAS

	Accidents		Fatalities	
Road Type	Number	%	Number	%
Interstate	4,926	12.5	124	15.4
U.S. Route	6,985	17.7	159	19.7
State Route	7,996	20.3	182	22.6
County	19,452	49.4	336	41.6
City	53	0.1	0	0.0
Other	2	0.0	6	0.7
Total	39,414	100.0	807	100.0

URBAN AREAS

	Accidents		Fatalities	
Road Type	Number	%	Number	%
Interstate	6,173	6.3	41	12.0
U.S. Route	18,412	18.7	101	29.6
State Route	21,896	22.3	80	23.5
County	4,111	4.2	32	9.4
City	47,658	48.5	87	25.5
Other	60	0.1	0	0.0
Total	98,310	100.0	341	100.0

THE DRIVER

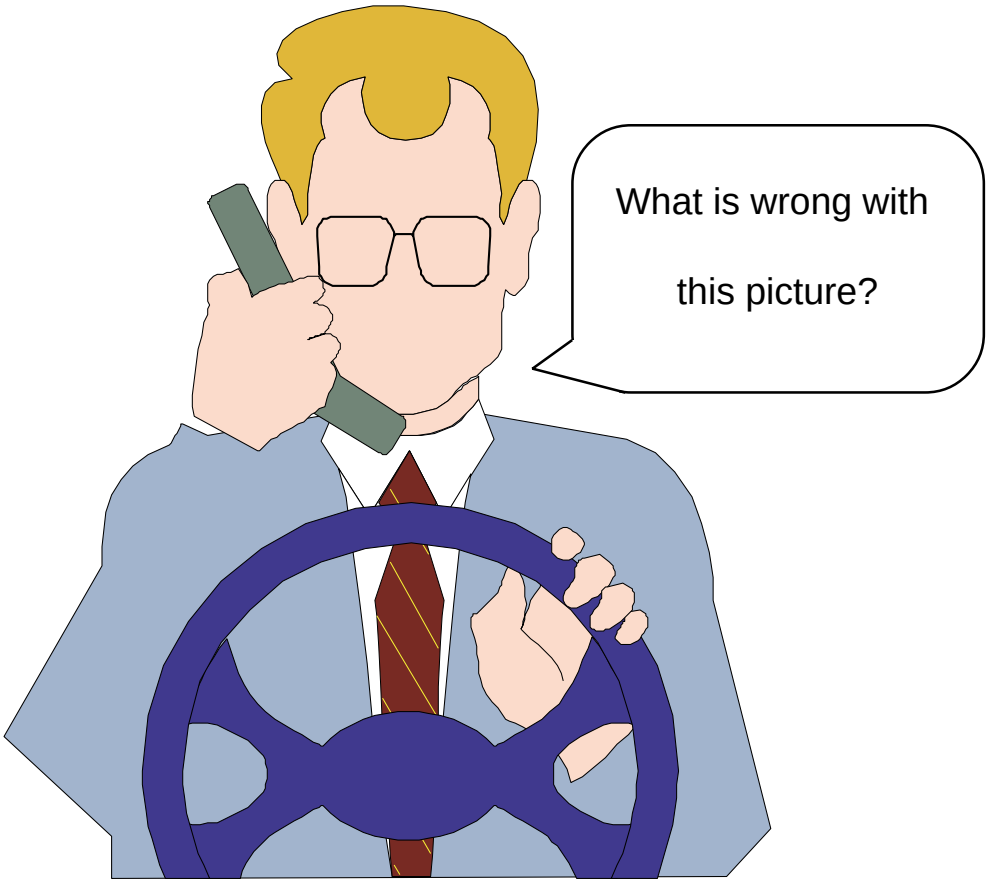
PRIMARY CAUSE OF ACCIDENTS

	Accidents	%
Failed to Yield Right of Way	22,997	16.7
Driver Not in Control	16,901	12.3
Misjudged Stopping Distance	15,871	11.5
Driving Under the Influence	4,862	3.5
Improper Backing	2,653	1.9
Failure to Heed Sign	7,144	5.2
Tailgating	12,857	9.3
Over the Speed Limit	3,107	2.3
Avoiding Object or Person	5,772	4.2
All Other	45,560	33.1

DRIVER CONDITION

	Drivers	%
No Defect	231,246	90.8
Asleep	1,718	0.7
Fatigued	350	0.1
Ill	1,194	0.5
Other	0	0.0
Unknown	20,051	7.9

(Alcohol related accidents are found in a separate table.)



MOTORCYCLE ACCIDENT STATISTICS

Number of Motorcyclists Involved in Accidents by Age
(includes motor scooters and mopeds)

Age	Fatalities	Injuries	Number of Motorcycles Involved in Accidents
<14	1	15	7
14	0	13	12
15	0	17	17
16	0	14	12
17	0	14	10
18	1	16	16
19	0	12	12
(15-19)	1	73	67
20	3	15	14
21	2	14	16
22	0	27	24
23	1	20	21
24	0	27	27
(20-24)	6	103	102
25	1	17	17
26	0	12	11
27	0	17	16
28	2	21	20
29	1	9	10
(25-29)	4	76	74
(30-34)	1	78	72
(35-39)	6	65	63
(40-44)	2	74	67
(45-49)	2	64	60
(50-54)	4	32	34
(55-59)	6	20	24
(60-64)	0	8	8
(65-69)	0	7	7
(70-74)	0	1	1
>74	0	4	2
Unknown	0	0	279
Total	33	633	879

TEN YEAR TREND

Year	Fatalities	Injuries	Number of Motorcycles Involved in Accidents
1989	34	1,002	1,262
1990	30	1,040	1,355
1991	37	844	1,066
1992	34	898	1,132
1993	32	814	1,040
1994	31	769	953
1995	33	738	960
1996	32	651	862
1997	29	590	764
1998	34	592	792
1999	33	633	879

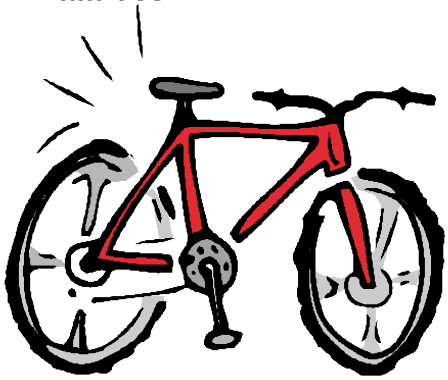
The number of motorcycle accidents increased from 1998 to 1999. In 1999, 76% of these collisions resulted in injury or death.

BICYCLE ACCIDENT STATISTICS

Number of Bicyclists Involved in Accidents by Age

Age	Fatalities	Injuries
(1-4)	0	4
(5-9)	0	75
(10-14)	3	69
(15-19)	0	27
(20-24)	0	17
(25-29)	0	8
(30-34)	0	5
(35-39)	0	11
(40-44)	0	14
(45-49)	0	6
(50-54)	0	8
(55-59)	0	5
(60-64)	0	2
(65-69)	0	3
(70-74)	0	4
>74	0	0
Unknown	0	0
Total	3	258

Children aged 14 and under account for 57% of the bicycle accident injuries and 100% of the fatalities.



TEN YEAR TREND

Year	Fatalities	Injuries
1990	14	346
1991	13	327
1992	8	332
1993	7	355
1994	8	363
1995	6	309
1996	6	328
1997	10	267
1998	5	289
1999	3	258

PEDESTRIAN ACCIDENT STATISTICS

Number of Pedestrians Involved in Accidents by Age

Age	Fatalities	Injuries
(1-4)	4	28
(5-9)	5	80
(10-14)	4	71
(15-19)	8	72
(20-24)	6	47
(25-29)	5	44
(30-34)	7	40
(35-39)	11	42
(40-44)	9	46
(45-49)	5	50
(50-54)	1	28
(55-59)	3	15
(60-64)	3	16
(65-69)	1	10
(70-74)	5	6
>74	10	28
Unknown	1	1
Total	88	624

TEN YEAR TREND

Year	Fatalities	Injuries
1990	95	936
1991	101	739
1992	90	823
1993	81	854
1994	81	880
1995	75	853
1996	86	782
1997	86	725
1998	79	705
1999	88	624

The number of pedestrian fatalities increased 11.4% from 1998 to 1999 while the number of pedestrians injured fell 11.5%.

ALCOHOL AND DRUG INVOLVEMENT

Number of Accidents Involving Drivers
Influenced by Alcohol or Drugs

Age	All Drivers	Male	Female
<14	1	0	1
14	1	1	0
15	13	10	3
16	59	44	15
17	117	94	23
18	190	164	26
19	229	204	25
(15-19)	608	516	92
20	260	224	36
21	272	241	31
22	273	238	35
23	232	195	37
24	212	194	18
(20-24)	1,249	1,092	157
25	226	203	23
26	232	199	33
27	219	176	43
28	226	190	36
29	235	189	46
(25-29)	1,138	957	181
(30-34)	964	760	204
(35-39)	1,074	814	260
(40-44)	948	739	209
(45-49)	616	501	115
(50-54)	420	377	43
(55-9)	249	225	24
(60-64)	144	134	10
(65-69)	98	90	8
(70-74)	71	64	7
>74	256	251	5
Unknown	3	3	0
Total	7,840	6,524	1,316

TIME TRENDS FOR ALCOHOL AND DRUG RELATED ACCIDENTS

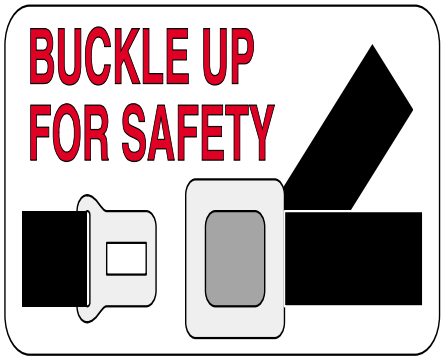
	Total		Sunday		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday	
	Acc.	Fatal.	Acc.	Fatal.	Acc.	Fatal.	Acc.	Fatal.	Acc.	Fatal.	Acc.	Fatal.	Acc.	Fatal.	Acc.	Fatal.
Midnight	452	13	143	4	30	0	29	0	36	1	35	1	49	1	130	6
1:00am	407	13	115	3	22	1	29	2	28	0	38	1	59	3	116	3
2:00am	395	15	122	8	25	0	21	0	24	2	37	0	49	2	117	3
3:00am	312	9	88	5	11	0	13	0	21	1	26	0	48	1	105	2
4:00am	204	6	69	2	15	0	8	0	9	0	11	0	19	1	73	3
5:00am	172	7	63	3	5	0	8	0	4	0	10	1	18	0	64	3
6:00am	137	3	40	0	9	0	7	0	13	0	7	1	15	0	46	2
7:00am	102	2	25	1	10	0	6	0	11	1	11	0	12	0	27	0
8:00am	89	2	20	1	5	0	9	0	8	0	9	1	8	0	30	0
9:00am	79	2	15	0	5	0	6	0	3	0	9	0	14	0	27	2
10:00am	112	0	20	0	9	0	13	0	11	0	14	0	19	0	26	0
11:00am	112	2	20	2	6	0	9	0	9	0	14	0	15	0	39	0
Noon	148	3	25	1	15	0	13	0	15	0	17	0	20	0	43	2
1:00pm	172	12	30	5	21	0	16	0	15	0	12	2	33	0	45	5
2:00pm	248	6	41	2	33	0	25	0	18	0	27	0	53	2	51	2
3:00pm	362	10	56	0	39	1	41	1	37	2	32	1	69	1	88	4
4:00pm	375	14	64	3	44	2	31	1	38	0	47	1	75	4	76	3
5:00pm	511	15	79	2	58	3	53	0	55	2	69	0	83	4	114	4
6:00pm	514	12	71	1	58	2	61	1	59	1	56	3	81	3	128	1
7:00pm	540	24	72	2	54	2	52	5	68	2	65	2	98	6	131	5
8:00pm	645	16	101	1	75	2	64	0	83	3	72	5	116	0	134	5
9:00pm	593	12	75	0	59	0	73	0	64	1	66	2	128	3	128	6
10:00pm	540	19	62	0	44	1	48	2	44	1	64	1	121	5	157	9
11:00pm	540	19	56	1	46	3	43	3	51	2	64	3	133	5	147	2
Total	7,761	236	1,472	47	698	17	678	15	724	19	812	25	1,335	41	2,042	72

Saturday has the most alcohol related accidents and fatalities, followed closely by Sunday and Friday. The most likely hours for an alcohol related collision are between 3PM and 3AM.

License revocation appears to be the most cost-effective means of curbing alcohol- and drug-related driving offenses. *Reducing legal blood-alcohol content levels* and *limiting access to alcohol and drugs* for young drivers are effective ways to curtail these driving offenses for young people. *Community-wide efforts to curb drinking and use of drugs* are also essential.

SEAT BELT USAGE

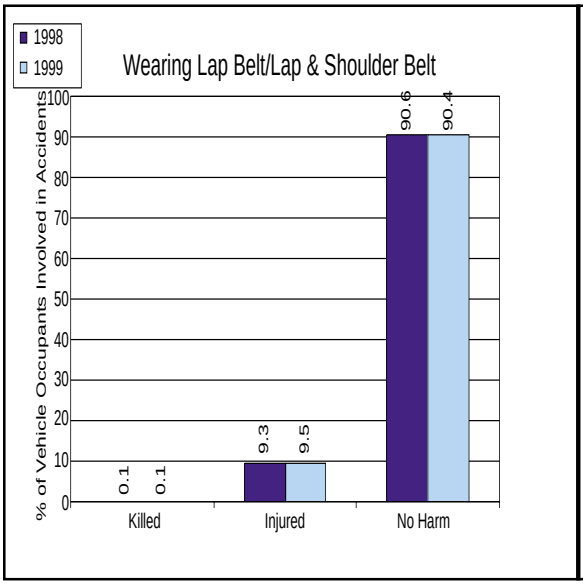
		Driver		Front Seat Passenger		Back Seat Passenger		Totals	
Belt Usage	Severity	Number	%	Number	%	Number	%	Number	%
NOT INSTALLED	Killed	32	0.6	13	0.8	31	0.2	76	0.4
	Injured	738	13.8	282	16.5	624	4.8	1,644	8.2
	No Harm	4,584	85.6	1,413	82.7	12,227	94.9	18,224	91.4
	Subtotal	5,354	100.0	1,708	100.0	12,882	100.0	19,944	100.0
NOT WEARING	Killed	343	1.8	108	1.3	37	0.6	488	1.4
	Injured	5,777	29.6	2,698	32.2	1,304	21.3	9,779	28.7
	No Harm	13,407	68.7	5,573	66.5	4,784	78.1	23,764	69.8
	Subtotal	19,527	100.0	8,379	100.0	6,125	100.0	34,031	100.0
LAP BELT ONLY	Killed	5	0.2	3	0.2	6	0.1	14	0.1
	Injured	252	10.3	146	8.7	555	8.4	953	8.9
	No Harm	2,196	89.5	1,538	91.2	6,045	91.5	9,779	91.0
	Subtotal	2,453	100.0	1,687	100.0	6,606	100.0	10,746	100.0
LAP & SHOULDER BELT	Killed	129	0.1	36	0.1	6	0.0	171	0.1
	Injured	14,431	9.8	4,792	10.0	1,498	6.8	20,721	9.6
	No Harm	132,065	90.1	43,227	90.0	20,675	93.2	195,967	90.4
	Subtotal	146,625	100.0	48,055	100.0	22,179	100.0	216,859	100.0

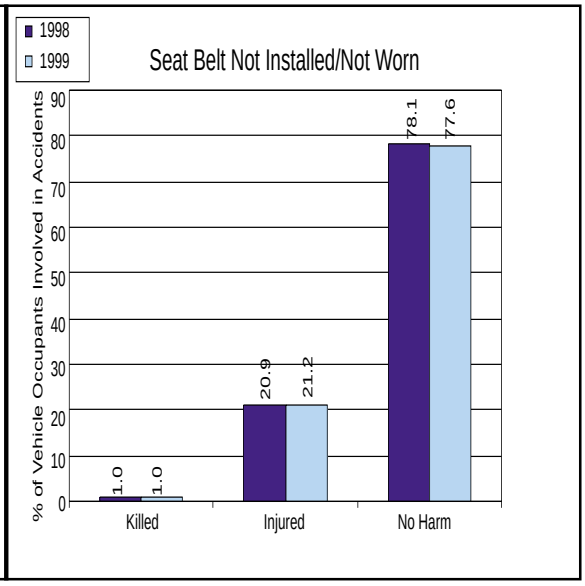


CHILD RESTRAINT USAGE

		Front Seat Occupant		Back Seat Occupant		Totals	
Type	Severity	Number	%	Number	%	Number	%
CHILD RESTRAINT USED	Killed	3	0.2	7	0.1	10	0.1
	Injured	124	9.2	654	7.6	778	7.8
	No Harm	1,218	90.6	7,991	92.4	9,209	92.1
	Subtotal	1,345	100.0	8,652	100.0	9,997	100.0
OTHER RESTRAINT USED	Killed	0	0.0	0	0.0	0	0.0
	Injured	24	19.5	38	10.0	62	12.3
	No Harm	99	80.5	343	90.0	442	87.7
	Subtotal	123	100.0	381	100.0	504	100.0
NONE USED	Killed	1	0.4	2	0.5	3	0.5
	Injured	90	39.1	116	31.7	206	34.6
	No Harm	139	60.4	248	67.8	387	64.9
	Subtotal	230	100.0	366	100.0	596	100.0

SEAT BELT USAGE

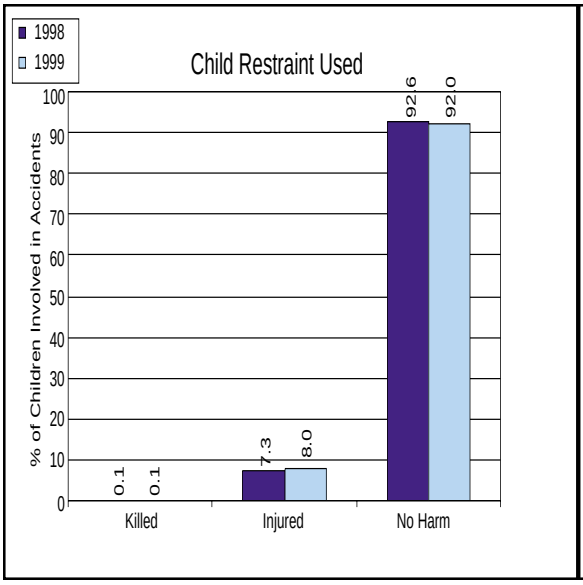


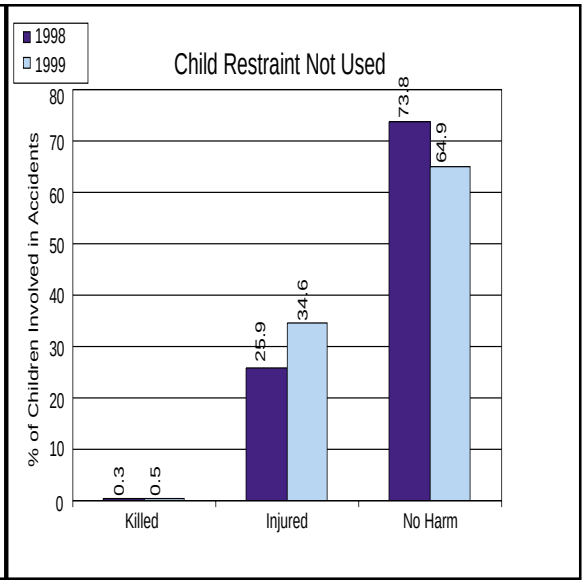


564 people were killed in automobile accidents in which they were not wearing safety restraints.

11,423 people were injured in automobile accidents in which they were not wearing seat belts.

CHILD RESTRAINT USAGE





COMPARATIVE COUNTY STATISTICS

1998 vs 1999

	TOTAL ACCIDENTS FOR COUNTY						INCORPORATED AREAS OF COUNTY						RURAL AREAS OF COUNTY					
	NUMBER OF ACCIDENTS		PERSONS KILLED		PERSONS INJURED		NUMBER OF ACCIDENTS		PERSONS KILLED		PERSONS INJURED		NUMBER OF ACCIDENTS		PERSONS KILLED		PERSONS INJURED	
COUNTY	1998	1999	1998	1999	1998	1999	1998	1999	1998	1999	1998	1999	1998	1999	1998	1999	1998	1999
Jefferson	25278	25054	121	90	6824	6505	21435	21217	82	57	5541	5227	3843	3837	39	33	1283	1278
Mobile	14484	14201	67	84	4520	4415	11222	10934	20	23	3092	3055	3262	3267	47	61	1428	1360
Montgomery	10545	10927	45	22	3232	3471	9496	9901	32	12	2806	3071	1049	1026	13	10	426	400
Autauga	1190	1159	13	10	395	394	690	697	0	1	192	215	500	462	13	9	203	179
Baldwin	3560	3499	45	31	1194	1218	2197	2331	11	12	573	639	1363	1168	34	19	621	579
Barbour	643	711	8	9	249	219	462	530	3	4	133	122	181	181	5	5	116	97
Bibb	231	182	6	7	119	102	39	24	0	0	13	7	192	158	6	7	106	95
Blount	1042	1070	10	20	477	482	341	350	0	4	135	122	701	720	10	16	342	360
Bullock	157	170	3	6	91	120	9	5	0	0	2	3	148	165	3	6	89	117
Butler	647	696	13	14	308	299	332	349	0	0	108	90	315	347	13	14	200	209
Calhoun	3492	3890	28	29	1202	1342	2206	2416	4	5	660	741	1286	1474	24	24	542	601
Chambers	1075	1005	10	14	412	388	589	583	2	7	202	206	486	422	8	7	210	182
Cherokee	446	494	9	11	263	216	159	168	4	0	102	52	287	326	5	11	161	164
Chilton	1021	995	16	11	404	432	408	418	4	0	144	129	613	577	12	11	260	303
Choctaw	223	178	6	15	104	124	64	33	0	2	14	8	159	145	6	13	90	116
Clarke	579	561	5	13	304	278	324	318	2	3	131	102	255	243	3	10	173	176
Clay	182	175	4	3	99	88	37	36	0	0	14	14	145	139	4	3	85	74
Cleburne	450	443	12	11	162	179	94	74	0	1	27	17	356	369	12	10	135	162
Coffee	990	1039	12	12	356	373	669	711	1	0	189	198	321	328	11	12	167	175
Colbert	1599	1730	10	18	558	606	1204	1360	1	9	321	368	395	370	9	9	237	238
Conecuh	394	368	11	6	202	175	123	117	3	1	37	51	271	251	8	5	165	124
Coosa	280	264	6	5	142	126	13	6	0	0	6	0	267	258	6	5	136	126
Covington	728	682	11	16	308	318	493	473	0	7	148	161	235	209	11	9	160	157
Crenshaw	249	227	3	7	116	119	99	92	0	0	42	25	150	135	3	7	74	94
Cullman	2343	2363	20	33	744	852	1129	1119	5	7	279	275	1214	1244	15	26	465	577
Dale	946	973	3	15	328	357	650	696	1	4	181	191	296	277	2	11	147	166
Dallas	1491	1464	15	8	621	546	846	858	1	1	222	213	645	606	14	7	399	333
Dekalb	1679	1708	17	17	663	656	1081	1066	8	7	341	325	598	642	9	10	322	331
Elmore	1487	1567	14	21	616	608	699	751	4	6	226	255	788	816	10	15	390	353
Escambia	881	868	11	16	427	409	470	461	1	2	154	169	411	407	10	14	273	240
Etowah	3277	3246	22	21	1272	1147	2596	2613	8	11	875	792	681	633	14	10	397	355
Fayette	407	376	11	4	206	179	233	204	2	1	96	67	174	172	9	3	110	112
Franklin	721	621	9	13	299	274	423	350	5	2	153	120	298	271	4	11	146	154
Geneva	444	467	8	7	240	204	186	212	1	1	93	71	258	255	7	6	147	133
Greene	306	332	8	8	146	162	68	50	1	0	12	10	238	282	7	8	134	152
Hale	282	290	4	6	112	150	96	100	0	1	13	21	186	190	4	5	99	129
Henry	330	328	4	8	134	144	134	135	0	0	47	51	196	193	4	8	87	93
Houston	3532	3327	20	21	1595	1466	3129	2963	7	10	1379	1260	403	364	13	11	216	206
Jackson	1038	1053	18	10	406	433	545	587	9	2	158	190	493	466	9	8	248	243
Lamar	144	147	1	4	87	99	9	9	0	1	3	4	135	138	1	3	84	95
Lauderdale	2532	2461	17	12	791	790	1812	1814	7	5	453	466	720	647	10	7	338	324
Lawrence	724	667	14	19	345	313	144	139	1	2	55	51	580	528	13	17	290	262
Lee	3687	3897	18	21	1196	1242	2675	2845	12	5	770	811	1012	1052	6	16	426	431
Limestone	1813	1865	22	21	674	716	903	968	6	8	257	325	910	897	16	13	417	391
Lowndes	288	344	7	13	117	180	6	29	1	3	5	12	282	315	6	10	112	168

COMPARATIVE COUNTY STATISTICS

1998 vs 1999

	TOTAL ACCIDENTS FOR COUNTY						INCORPORATED AREAS OF COUNTY						RURAL AREAS OF COUNTY					
	NUMBER OF ACCIDENTS		PERSONS KILLED		PERSONS INJURED		NUMBER OF ACCIDENTS		PERSONS KILLED		PERSONS INJURED		NUMBER OF ACCIDENTS		PERSONS KILLED		PERSONS INJURED	
COUNTY	1998	1999	1998	1999	1998	1999	1998	1999	1998	1999	1998	1999	1998	1999	1998	1999	1998	1999
Macon	701	654	10	7	306	292	268	247	1	1	115	96	433	407	9	6	191	196
Madison	8810	8824	45	51	2849	2791	7388	7279	20	36	2209	2136	1422	1545	25	15	640	655
Marengo	366	352	8	5	199	201	153	133	0	0	43	40	213	219	8	5	156	161
Marion	705	630	10	12	300	247	490	453	2	6	173	150	215	177	8	6	127	97
Marshall	2581	2553	27	24	937	923	1892	1815	12	7	576	542	689	738	15	17	361	381
Monroe	493	453	6	7	260	199	194	177	1	0	103	74	299	276	5	7	157	125
Morgan	3573	3524	22	33	1158	1202	2539	2453	9	12	716	745	1034	1071	13	21	442	457
Perry	201	180	2	6	110	88	67	36	0	1	27	11	134	144	2	5	83	77
Pickens	277	293	6	5	142	143	78	98	1	0	20	34	199	195	5	5	122	109
Pike	824	827	11	11	222	256	539	517	5	3	104	106	285	310	6	8	118	150
Randolph	365	461	9	6	150	169	166	204	2	0	49	48	199	257	7	6	101	121
Russell	2105	2036	20	19	936	1023	1438	1355	3	2	537	574	667	681	17	17	399	449
St. Clair	1520	1490	15	31	599	579	661	599	3	2	188	194	859	891	12	29	411	385
Shelby	3715	3928	18	28	1025	1131	2701	2874	7	5	676	773	1014	1054	11	23	349	358
Sumter	338	341	7	17	162	132	104	106	3	4	26	30	234	235	4	13	136	102
Talladega	1978	2163	27	19	833	814	1107	1205	11	5	359	378	871	958	16	14	474	436
Tallapoosa	993	937	11	8	441	392	683	678	7	3	275	254	310	259	4	5	166	138
Tuscaloosa	7097	7006	41	41	2366	2251	5528	5421	11	17	1607	1543	1569	1585	30	24	759	708
Walker	2119	2136	18	32	775	849	1230	1250	3	6	333	344	889	886	15	26	442	505
Washington	248	216	5	4	134	117	46	39	2	0	21	17	202	177	3	4	113	100
Wilcox	252	229	4	8	174	130	42	58	1	1	31	19	210	171	3	7	143	111
Winston	411	407	13	12	172	220	175	201	1	3	52	71	236	206	12	9	120	149

COMPARATIVE CITY STATISTICS

1998 vs 1999

	Number of Accidents		Number of Persons Killed		Number of Persons Injured	
City	1998	1999	1998	1999	1998	1999
Abbeville	57	78	0	0	23	28
Adamsville	128	173	1	0	51	69
Addison	0	0	0	0	0	0
Akron	5	3	0	1	2	0
Alabaster	520	533	3	1	138	138
Albertville	732	765	3	3	192	228
Alexander City	525	558	4	3	202	183
Aliceville	1	0	0	0	1	0
Allgood	3	5	0	0	1	2
Altoona-Blount	0	0	0	0	0	0
Altoona-Etowah	18	9	0	0	11	1
Andalusia	303	282	0	4	80	78
Anderson	0	2	0	0	0	2
Anniston	1,579	1,614	2	2	471	469
Arab	277	255	1	1	130	95
Ardmore	52	39	0	1	22	13
Ariton	1	1	0	0	0	1
Arley	0	1	0	0	0	0
Ashford	41	34	0	0	17	20
Ashland	29	17	0	0	13	7
Ashville	9	7	0	0	3	5
Athens	825	895	2	6	225	292
Atmore	183	199	0	0	70	79
Attalla	241	296	1	2	68	76
Auburn	1,572	1,719	7	3	371	352
Autaugaville	1	4	0	0	0	0
Avon	5	10	0	0	2	5
Babbie	11	6	0	0	5	7
Baileytown	11	8	1	0	10	3
Banks	3	2	0	0	2	1
Bay Minette	199	222	0	0	73	76
Bayou La Batre	104	88	0	0	30	24
Bear Creek	12	10	0	1	3	5
Beatrice	1	2	0	0	0	0
Beaverton	3	5	0	1	1	4
Belk	6	1	1	0	4	2
Bellwood	0	4	0	0	0	0
Benton	0	0	0	0	0	0
Berry	23	10	1	0	10	4
Bessemer	1,625	1,578	9	8	540	453
Billingsley	0	0	0	0	0	0
Bham-Blount	0	0	0	0	0	0
Bham-Jefferson	11,867	11,736	46	32	2,973	2,812
Bham-Shelby	47	37	0	0	8	4
Black	0	3	0	0	0	2
Blountsville	29	34	0	1	8	6
Blue Mountain	1	1	0	0	0	0
Blue Springs	0	0	0	0	0	0
Boaz-Etowah	2	1	0	0	1	0
Boaz-Marshall	438	412	2	1	112	125

	Number of Accidents		Number of Persons Killed		Number of Persons Injured	
City	1998	1999	1998	1999	1998	1999
Boligee	0	2	0	0	0	1
Bon Air	1	0	0	0	0	0
Branchville	17	23	0	0	2	10
Brantley	11	3	0	0	2	0
Brent	21	10	0	0	8	2
Brewton	220	208	0	2	67	68
Bridgeport	0	1	0	0	0	0
Brighton	81	92	1	0	27	37
Brilliant	2	0	0	0	0	0
Brookside	3	2	1	0	5	0
Brookwood	4	0	0	0	3	0
Brownsville	0	0	0	0	0	0
Brundidge	39	10	0	0	14	4
Butler	37	23	0	2	3	5
Calera	121	118	2	1	36	47
Camden	42	25	1	0	31	5
Camp Hill	1	0	0	0	0	0
Carbon Hill	27	2	0	0	13	2
Cardiff	0	0	0	0	0	0
Carolina	3	4	0	0	3	5
Carrollton	5	13	0	0	2	2
Carrville	28	27	0	0	15	16
Castleberry	10	7	0	0	5	4
Cedar Bluff	19	20	0	0	13	9
Centre	102	100	1	0	72	31
Centreville	16	11	0	0	5	5
Chatom	20	25	1	0	18	10
Cherokee	23	25	0	1	8	8
Chickasaw	115	91	0	0	40	9
Childersburg	107	151	1	2	20	53
Citronelle	46	5	0	0	11	7
Clanton	350	366	4	0	127	105
Clayhatchee	1	3	0	0	0	1
Clayton	0	1	0	0	0	0
Cleveland	43	47	0	0	18	31
Clio	1	1	0	0	0	0
Coffee Springs	0	3	0	0	0	0
Coffeeville	2	1	0	2	0	0
Collinsville	40	42	0	0	18	14
Colony	2	3	0	0	3	4
Columbia	0	0	0	0	0	0
Columbiana	107	103	0	3	35	40
Coosada	11	29	0	0	6	23
Cordova	30	37	0	0	7	11
Cottonwood	8	3	1	0	6	0
County Line-Blnt	0	0	0	0	0	0
County Line-Cov	1	1	0	0	1	1
County Line-Jeff	1	0	0	0	1	0
Courtland	7	9	0	0	0	4
Cowarts	21	22	1	0	3	4

COMPARATIVE CITY STATISTICS

1998 vs 1999

	Number of Accidents		Number of Persons Killed		Number of Persons Injured	
City	1998	1999	1998	1999	1998	1999
Creola	54	51	0	1	22	23
Crossville	26	40	0	1	10	4
Cuba	2	3	0	1	0	2
Cullman	892	915	3	6	172	194
Dadeville	99	71	2	0	43	49
Daleville	106	123	0	0	31	24
Daphne	492	488	1	2	135	127
Dauphin Island	0	0	0	0	0	0
Daviston	0	1	0	0	0	0
Dayton	2	2	0	0	0	3
Decatur-Limes	15	24	4	1	9	13
Decatur-Morgan	2,000	1,937	7	9	565	598
Demopolis	120	96	0	0	29	24
Detroit	4	2	0	0	1	0
Dora	67	50	0	1	16	16
Dothan	3,007	2,846	5	9	1,312	1,204
Double Springs	1	2	0	0	1	2
Douglas	30	10	0	0	16	5
Dozier	0	0	0	0	0	0
Dutton	3	6	0	0	1	0
East Brewton	6	1	0	0	0	1
Eclectic	21	22	0	0	2	10
Edwardsville	1	0	0	0	0	0
Elba	40	49	0	0	14	20
Elberta	0	17	0	0	0	6
Eldridge	0	1	0	0	0	1
Elkmont	8	1	0	0	1	0
Emelle	0	0	0	0	0	0
Enterprise-Coffee	614	645	1	0	174	171
Enterprise-Dale	5	1	0	0	5	0
Epes	1	0	2	0	1	0
Ethelsville	0	0	0	0	0	0
Eufaula	451	522	3	3	130	119
Eunola	12	11	0	0	4	9
Eutaw	62	42	0	0	10	8
Eva	4	0	0	0	4	0
Evergreen	112	110	3	1	32	47
Excel	10	11	0	0	2	3
Fairfield	481	439	0	0	119	111
Fairhope	241	274	1	0	61	89
Fairview	18	16	0	0	15	4
Falkville	13	19	0	0	2	9
Faunsdale	0	1	0	0	0	0
Fayette	193	185	0	0	81	57
Five Points	0	2	0	0	0	1
Flint City	0	0	0	0	0	0
Flomaton	60	53	1	0	16	21
Florala	0	1	0	1	0	1
Florence	1,698	1,684	6	3	414	419
Foley	468	494	3	2	98	125

	Number of Accidents		Number of Persons Killed		Number of Persons Injured	
City	1998	1999	1998	1999	1998	1999
Forkland	4	6	0	0	2	1
Fort Deposit	1	1	1	0	3	0
Fort Payne	740	742	7	4	200	204
Franklin	7	12	0	0	5	8
Frisco City	2	1	1	0	4	0
Fruithurst	0	3	0	0	0	0
Fulton	4	1	0	0	3	0
Fultondale	135	101	1	1	44	41
Fyffe	1	7	1	1	1	0
Gadsen	1,730	1,746	3	6	572	512
Gainesville	2	1	0	0	1	1
Gantt	0	0	0	0	0	0
Gantts Quarry	0	0	0	0	0	0
Garden City	7	8	0	0	6	2
Gardendale	278	274	0	2	95	86
Gaylesville	5	2	1	0	4	0
Geiger	0	0	0	0	0	0
Geneva	94	100	0	1	50	31
Georgiana	29	34	0	0	19	17
Geraldine	10	23	0	0	2	8
Gilbertown	6	0	0	0	2	0
Glen Allen-Fay	3	1	0	0	0	0
Glen Allen-Mar	2	1	0	0	1	1
Glencoe	90	42	0	1	42	16
Glenwood	2	1	0	0	0	0
Goldville	0	0	0	0	0	0
Goodhope	0	0	0	0	0	0
Goodwater	12	6	0	0	5	0
Gordo	20	25	0	0	5	16
Gordon	3	2	0	0	2	1
Goshen	7	2	0	0	1	5
Grant	1	0	0	0	0	0
Graysville	26	62	0	1	13	16
Greensboro	53	55	0	0	6	7
Greenville	298	311	0	0	86	72
Grimes	9	14	0	0	5	9
Grove Hill	76	63	1	0	29	12
Gu-win	18	10	0	0	4	6
Guin	63	53	0	3	16	15
Gulf Shores	344	383	4	1	60	74
Guntersville	413	369	6	2	126	89
Gurley	14	21	1	3	8	17
Hackleburg	0	0	0	0	0	0
Haleburg	0	0	0	0	0	0
Haleyville	172	194	1	3	51	67
Hamilton	261	241	2	0	77	62
Hammondville	15	15	0	0	4	8
Hanceville	68	60	0	1	19	24
Harpersville	20	7	0	0	8	3
Hartford	1	23	0	0	1	5

COMPARATIVE CITY STATISTICS

1998 vs 1999

	Number of Accidents		Number of Persons Killed		Number of Persons Injured	
City	1998	1999	1998	1999	1998	1999
Hartselle	425	388	1	1	101	104
Hayden	10	12	0	0	7	4
Hayneville	5	16	0	0	2	3
Headland	77	57	0	0	24	23
Heath	9	4	0	0	0	4
Heflin	83	54	0	1	26	16
Helena	132	133	1	0	26	45
Henagar	38	43	0	0	17	19
Highland Lake	1	1	0	0	1	1
Hillsboro	0	5	0	1	0	1
Hobson City	12	15	1	0	7	7
Hodges	0	1	0	0	0	0
Hokes Bluff	71	55	0	0	31	26
Holly Pond	17	23	0	0	6	7
Hollywood	19	11	2	0	5	7
Homewood	1,520	1,469	1	0	264	283
Hoover-Jefferson	2,108	2,171	3	3	506	524
Hoover-Shelby	676	706	1	0	153	193
Horn Hill	1	0	0	0	1	0
Hueytown	467	409	5	3	122	127
Huntsville-Lime	2	8	0	0	0	7
Huntsville-Mad	6,712	6,613	17	28	2,021	1,953
Hurtsboro	4	6	0	0	2	2
Ider	11	7	0	0	8	3
Irondale	257	228	1	1	99	57
Jackson	150	138	0	1	55	45
Jacksons Gap	18	13	1	0	9	5
Jacksonville	296	331	1	1	89	101
Jasper	1,016	1,024	2	4	258	275
Jemison	31	21	0	0	8	8
Kansas	1	1	0	0	3	2
Kelly	0	0	0	0	0	0
Kennedy	0	1	0	0	0	0
Killen	34	32	0	1	11	11
Kimberly	9	12	0	0	2	5
Kinsey	12	13	0	0	11	4
Kinston-Coffee	2	6	0	0	0	2
Kinston-Cov	0	0	0	0	0	0
Kinston-Geneva	0	0	0	0	0	0
Lafayette	91	81	1	0	31	19
Lakeview	0	0	0	0	0	0
Lanett	210	205	0	3	65	69
Langston	1	0	0	0	0	0
Leeds-Jefferson	230	277	5	4	94	118
Leeds-Shelby	7	3	0	0	0	1
Leeds-St. Clair	49	46	1	0	18	15
Leesburg	28	33	2	0	12	7
Leighton	2	3	0	0	0	0
Lester	0	0	0	0	0	0
Level Plains	4	15	0	0	1	1

	Number of Accidents		Number of Persons Killed		Number of Persons Injured	
City	1998	1999	1998	1999	1998	1999
Lexington	9	15	0	0	6	9
Libertyville	1	1	0	0	1	0
Lincoln	183	203	8	2	62	72
Linden	17	16	0	0	8	3
Lineville	8	19	0	0	1	7
Lipscomb	0	0	0	0	0	0
Lisman	7	3	0	0	6	0
Littleville	0	0	0	0	0	0
Livingston	73	77	1	0	14	24
Loachapoka	0	0	0	0	0	0
Lockhart	0	0	0	0	0	0
Locust Fork	12	8	0	0	6	0
Louisville	10	4	0	0	3	2
Lowndesboro	0	4	0	0	0	7
Loxley	24	5	0	0	15	3
Luverne	79	72	0	0	40	22
Lynn	0	0	0	0	0	0
Madison-Limes	1	1	0	0	0	0
Madison-Madison	597	597	1	2	149	142
Madrid	4	4	0	0	4	3
Malvern	21	12	1	0	11	8
Maplesville	7	17	0	0	0	10
Margaret	4	4	0	0	0	5
Marion	67	35	0	1	27	11
Maytown	3	1	0	0	1	1
McIntosh	7	7	0	0	1	3
McKenzie	5	4	0	0	3	1
McMullen	0	0	0	0	0	0
Memphis	0	0	0	0	0	0
Mentone	8	2	0	0	1	0
Midfield	229	228	0	0	69	53
Midland City	36	55	0	0	16	28
Midway	9	4	0	0	2	1
Millbrook	187	214	4	0	67	73
Millport	0	1	0	0	0	0
Millry	19	7	1	0	2	4
Mobile	9,538	9,328	17	18	2,564	2,578
Monroeville	181	162	0	0	97	70
Montevallo	76	95	0	0	23	33
Montgomery	9,496	9,900	32	12	2,806	3,071
Moody	203	181	0	0	62	58
Moores Crossroad	0	0	0	0	0	0
Mooresville	0	0	0	0	0	0
Morris	26	17	0	0	18	11
Mosses	0	1	0	0	0	0
Moulton	105	100	1	1	41	31
Moundville-Hale	38	41	0	0	5	14
Moundville-Tusc	3	2	0	0	1	0
Mount Vernon	31	25	0	0	22	7
Mountain Brook	480	519	2	1	98	88

COMPARATIVE CITY STATISTICS

1998 vs 1999

	Number of Accidents		Number of Persons Killed		Number of Persons Injured	
City	1998	1999	1998	1999	1998	1999
Mountainboro	5	4	0	0	2	9
Mulga	4	7	0	0	7	3
Muscle Shoals	517	639	1	3	128	172
Myrtlewood	1	1	0	0	0	1
Napier Field	2	1	0	0	1	0
Nauvoo	1	1	0	0	0	0
Nectar	5	3	0	0	1	0
Needham	0	0	0	0	0	0
New Brockton	13	11	0	0	1	5
New Hope	57	45	0	3	28	21
New Site	12	8	0	0	6	1
Newbern	0	1	0	0	0	0
Newsome	0	0	0	0	0	0
Newton	8	19	0	0	5	4
Newville	0	0	0	0	0	0
North Courtland	1	0	0	0	0	0
North Johns	0	0	0	0	0	0
Northport	1,130	1,032	0	1	383	299
Notasulga-Lee	1	0	0	0	1	0
Notasulga-Macon	8	10	0	0	4	2
Oak Grove	24	33	1	0	19	23
Oak Hill	0	0	0	0	0	0
Oakman	1	1	0	0	0	0
Odenville	8	9	0	0	5	4
Ohatchee	15	19	0	0	9	18
Oneonta	183	200	0	3	65	61
Onycha	2	4	0	0	6	3
Opelika	1,097	1,121	5	2	397	459
Opp	154	158	0	2	49	59
Orange Beach	124	127	1	1	51	44
Orrville	5	4	0	0	7	0
Owens Crossroads	1	1	0	0	0	0
Oxford	165	288	0	1	41	88
Ozark	471	460	1	4	116	121
Paint Rock	2	2	0	0	1	0
Parrish	8	0	0	0	0	0
Pelham	978	1,123	0	0	245	258
Pell City	293	255	2	2	79	65
Pennington	7	2	0	0	3	2
Petrey	1	1	0	0	0	0
Phenix City	1,434	1,349	3	2	535	572
Phil Campbell	6	8	0	0	0	7
Pickensville	0	0	0	0	0	0
Piedmont	108	118	0	1	41	52
Pinckard	6	4	0	0	1	2
Pine Apple	0	0	0	0	0	0
Pine Hill	0	33	0	1	0	14
Pine Ridge	3	0	0	0	4	0
Pisgah	9	5	0	0	3	2
Pleasant Grove	124	98	0	0	20	18

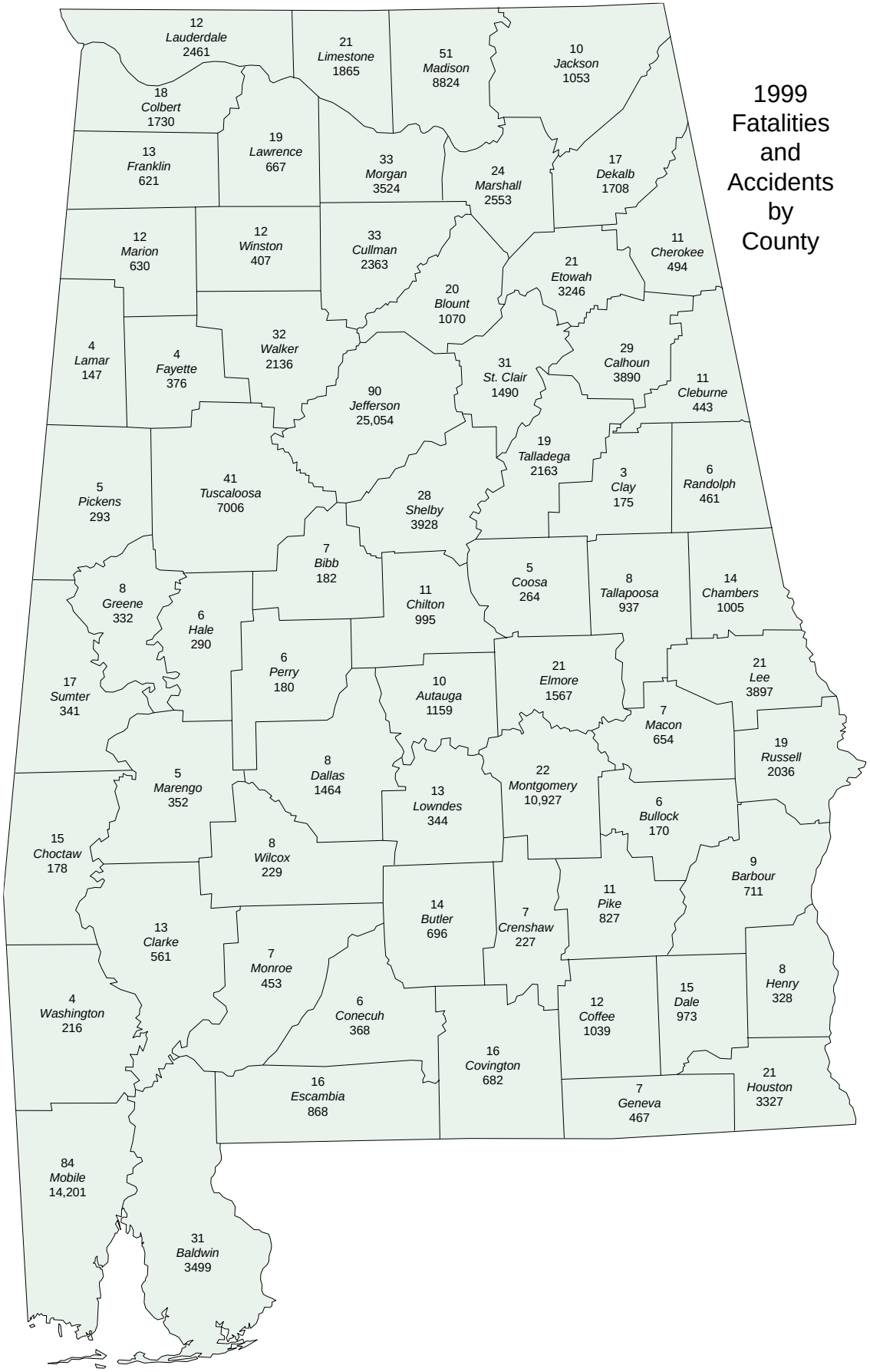
	Number of Accidents		Number of Persons Killed		Number of Persons Injured	
City	1998	1999	1998	1999	1998	1999
Pollard	0	0	0	0	0	0
Powells Crossroads	18	3	0	0	11	0
Prattville-Autauga	689	693	0	1	192	215
Prattville-Elmore	38	34	0	0	19	7
Priceville	79	83	1	1	43	27
Prichard	763	823	1	4	221	243
Providence	6	10	0	0	4	7
Ragland	3	4	0	0	1	3
Rainbow City	249	288	3	1	66	84
Rainsville	131	120	0	1	50	55
Ranburne	10	17	0	0	1	1
Red Bay	87	69	0	0	34	21
Red Level	0	1	0	0	0	1
Reece City	4	10	0	1	0	9
Reform	51	59	1	0	12	16
Repton	1	0	0	0	0	0
Ridgeville	1	0	0	0	1	0
River Falls	1	4	0	0	0	1
Riverside	12	15	0	0	3	12
Riverview	1	0	0	0	1	0
Roanoke	156	170	2	0	47	36
Robertsdale	146	154	1	5	24	30
Rockford	1	0	0	0	1	0
Rogersville	34	50	0	1	7	19
Roosevelt City	0	0	0	0	0	0
Rosa	9	7	0	0	8	6
Russellville	326	271	5	2	117	92
Rutledge	6	15	0	0	0	3
Saint Florian	36	30	1	0	15	6
Samson	25	35	0	0	13	13
Sand Rock	5	13	0	0	1	5
Sanford	7	7	0	0	2	1
Saraland	477	430	2	0	145	131
Sardis City	52	50	1	0	14	26
Satsuma	75	70	0	0	29	32
Scottsboro	463	522	7	2	130	165
Section	21	22	0	0	2	4
Selma	841	854	1	1	215	213
Sheffield	396	417	0	1	125	103
Shiloh	1	0	0	0	2	0
Shorter	0	0	0	0	0	0
Silas	2	3	0	0	0	0
Siluria	0	0	0	0	0	0
Silverhill	13	31	0	0	2	10
Sipsey	1	1	0	0	2	0
Skyline	22	13	0	0	12	9
Slocomb	33	21	0	0	14	3
Snead	32	25	0	0	13	7
Somerville	16	19	0	1	0	2
Southside	113	93	0	0	56	17

COMPARATIVE CITY STATISTICS

1998 vs 1999

	Number of Accidents		Number of Persons Killed		Number of Persons Injured	
City	1998	1999	1998	1999	1998	1999
Springville	58	50	0	0	11	15
Steele	3	5	0	0	3	2
Stevenson	0	1	0	0	0	1
Sulligent	0	0	0	0	0	0
Sumiton	78	132	1	1	34	37
Summerdale	64	62	0	0	37	26
Susan Moore	14	8	0	0	7	4
Sweet Water	6	4	0	0	2	0
Sylacauga	401	421	1	1	138	115
Sylvan Springs	2	3	0	0	0	0
Sylvania	35	22	0	0	12	10
Talladega	387	387	1	0	116	113
Talladega Springs	0	0	0	0	0	0
Tallassee	134	136	0	1	48	58
Tarrant City	301	261	2	0	111	54
Taylor	0	0	0	0	0	0
Thomaston	1	3	0	0	0	2
Thomasville	92	115	1	0	44	45
Thorsby	20	14	0	0	9	6
Town Creek	31	25	0	0	14	15
Toxey	5	2	0	0	0	1
Trafford	4	0	0	0	1	0
Triana	7	2	1	0	3	3
Trinity	2	7	0	0	1	5
Troy	490	503	5	3	87	96
Trussville	486	500	1	1	159	154
Tuscaloosa	4,372	4,381	11	13	1,213	1,241
Tuscumbia	266	276	0	4	60	85
Tuskegee	251	224	1	1	104	86
Union	2	0	1	0	0	0
Union Grove	1	4	0	0	0	0
Union Srings	0	1	0	0	0	2
Uniontown	0	1	0	0	0	0
Valley	288	292	1	4	106	112

	Number of Accidents		Number of Persons Killed		Number of Persons Injured	
City	1998	1999	1998	1999	1998	1999
Valley Head	4	0	0	0	1	0
Vance	19	6	0	3	7	3
Vernon	2	0	0	0	1	0
Vestavia Hills	551	557	3	0	89	106
Vina	4	1	0	0	2	0
Vincent	1	2	0	0	0	0
Vinemont	13	12	0	0	6	5
Vredenburgh	0	1	0	0	0	1
Wadley	0	0	0	0	0	0
Waldo	4	10	0	0	4	2
Walnut Grove	20	19	0	0	11	16
Warrior	8	2	0	0	5	0
Waterloo	1	1	0	0	0	0
Waverly-Chambers	0	3	0	0	0	5
Waverly-Lee	0	0	0	0	0	0
Weaver	28	29	0	0	1	6
Webb	3	1	0	0	3	0
Wedowee	7	28	0	0	2	12
West Blocton	1	0	0	0	0	0
West Jefferson	1	1	0	0	8	0
West Point	13	9	0	0	9	7
Weston	0	0	0	0	0	0
Wetumpka	302	313	0	4	80	84
Whitehall	0	7	0	3	0	2
Whites Chapel	0	0	0	0	0	0
Wilmer	0	0	0	0	0	0
Wilsonville	3	2	0	0	0	2
Wilton	10	9	0	0	3	7
Winfield-Fayette	8	7	0	1	1	4
Winfield-Marion	120	129	0	2	63	55
Woodland	3	6	0	0	0	0
Woodville	5	4	0	0	4	2
York	26	25	0	3	10	3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Madison
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Colbert
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Lawrence
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Franklin
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Morgan
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Marshall
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Dekalb
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Marion
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Winston
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Cullman
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Cherokee
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Etowah
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Blount
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Lamar
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Fayette
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Walker
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St. Clair
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Calhoun
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Cleburne
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Jefferson
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Talladega
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Clay
175
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Randolph
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Pickens
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Shelby
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Bibb
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Coosa
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Tallapoosa
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Chambers
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Greene
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Monroe
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Washington
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Dale
973
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Covington
682
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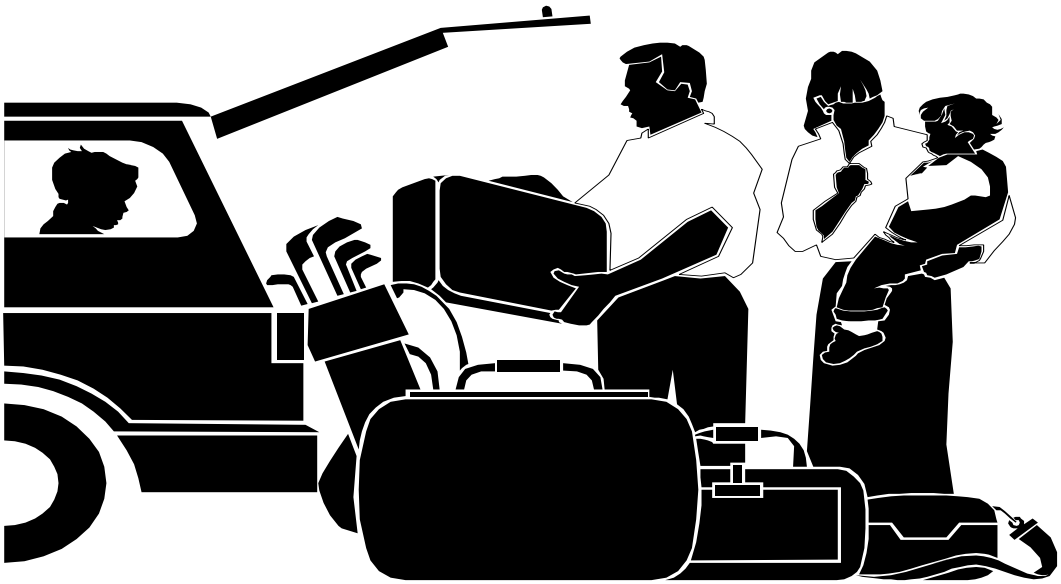
Escambia
868
7
Geneva
467
21
Houston
3327
84
Mobile
14,201
31
Baldwin
3499
1999
Fatalities
and
Accidents
by
County

COMPARATIVE HOLIDAY STATISTICS
1998 vs 1999

HOLIDAY	YEAR	KILLED	PERIOD
New Year	1998	14	6PM, Wednesday, December 31,1997 until 12AM, Sunday, January 4, 1998 (102 hrs)
	1999	5	6PM, Thursday, December 31, 1998 until 12AM, Sunday, January 3, 1999 (78 hrs)
Memorial Day	1998	11	6PM, Friday, May 22, 1998 until 12AM, Monday, May 25, 1998 (78 hrs)
	1999	16	6PM, Friday, May 28, 1999 until 12AM, Monday, May 31, 1999 (78 hrs)
July 4th	1998	13	6PM, Thursday, July 2, 1998 until 12AM, Sunday, July 5, 1998 (78 hrs)
	1999	12	6PM, Friday, July 2, 1999 until 12AM, Monday, July 5, 1999 (78 hrs)
Labor Day	1998	8	6PM, Friday, September 4, 1998 until 12AM, Monday, September 7, 1998 (78 hrs)
	1999	9	6PM, Friday, September 3, 1999 until 12AM, Monday, September 6, 1999 (78 hrs)
Thanksgiving	1998	8	6PM, Wednesday, November 25, 1998 until 12AM, Sunday, November 29, 1998 (102 hrs)
	1999	16	6PM, Wednesday, November 24, 1999 until 12AM, Sunday, November 28, 1999 (102 hrs)
Christmas	1998	16	6PM, Thursday, December 24, 1998 until 12AM, Sunday, December 27, 1998 (78hrs)
	1999	7	6PM, Thursday, December 23, 1999 until 12AM, Sunday, December 26, 1999 (78 hrs)



Alabama CAREs

CARE Rate/Quality Control Method

Traffic engineers are using *CARE* to find potentially hazardous roadway locations. They can investigate these hazards and ultimately provide upgrades to roadways where required. One new feature that has been added to the *CARE* Hot Spot module enables it to find hazardous locations based on a rate/quality control technique. Since crash frequencies alone do not tell the entire story, this feature is valuable. If twice as many vehicles travel on Road A than travel on Road B, twice as many crashes should occur on Road A. However, the roadway locations that have the highest number of crashes are not necessarily the most hazardous. For example, rural roadways tend to have much higher fatality rates even though their traffic volumes are considerably lower than urban roadways.

Rather than looking at pure frequencies, *CARE* considers the extent to which a roadway varies from its expected crash rate. The tables below illustrate how crash rates vary with different roadway systems and number of lanes, and in rural and urban areas. (These rates are given in Accidents per Million Vehicle Miles [ACC/MVM].) The *CARE* Hot Spot module compares these base rates with the rates for any length of roadway to determine if the stretch of roadway warrants investigation and possible remediation.

Crash Rates for Urban Areas

			Rates by Severity (ACC/MVM)		
Road Type	Number of Lanes	Number of Miles	Total	Injury	Fatal
Interstate	4	121	2.362	0.552	0.018
Interstate	6	114	2.218	0.461	0.011
Federal	4	632	4.497	1.069	0.025
State	2	721	4.284	0.983	0.024
State	4	234	5.416	1.254	0.025
State	6	58	5.110	1.073	0.032

Crash Rates for Rural Areas

			Rates by Severity (ACC/MVM)		
Road Type	Number of Lanes	Number of Miles	Total	Injury	Fatal
Interstate	4	605	3.454	0.929	0.076
Interstate	6	33	1.438	0.357	0.006
Federal	2	1899	5.279	0.854	0.037
Federal	4	1029	3.390	0.798	0.034
State	2	2204	3.724	1.041	0.049
State	4	95	2.060	0.659	0.031

For more detailed statistics on these rates, see the *CARE* web site:

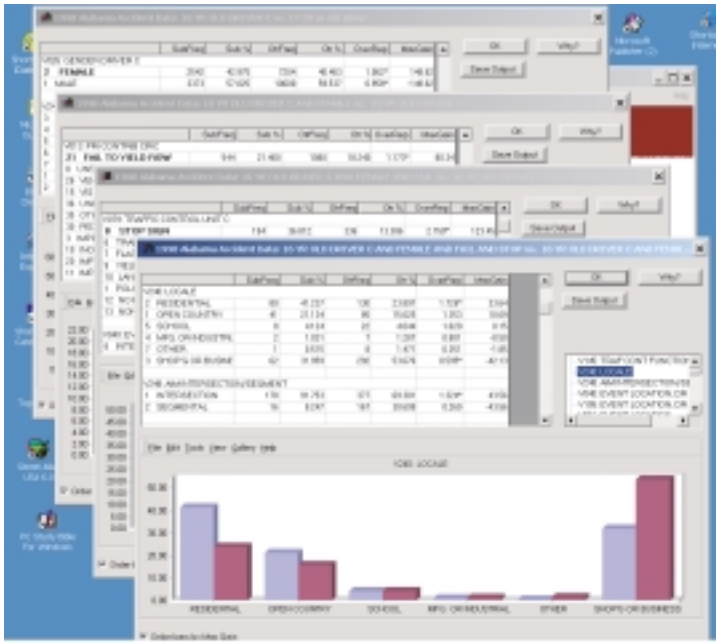
http://care.cs.ua.edu

GRADUATED DRIVERS LICENSING - UPDATE

The *1998 Alabama Traffic Accident Facts* book presented a general overview of graduated drivers licensing (GDL). (Please see this publication for details on the GDL system.) While there was support for this legislation, it failed to pass by a narrow margin, and will probably be considered in the next regular session of the legislature. Passing this legislation and the subsequent use of the GDL system will save the lives of many young drivers by giving them opportunities to gain driving experience in a more controlled environment. The purpose of this article is to present some interesting findings that were generated by *CARE*'s information mining capabilities. These results were presented at the *NSC Traffic Records Forum* in Oregon (August 2000).

The results presented here concentrate on the comparison of 16-year-old drivers with their 17-20 year-old counterparts. Time of crash was found to be the most significant factor, with 16-year-olds having dramatically more incidents before and after school. City was the next most important variable, demonstrating that there are particular cities with concentrations of 16-year-old causal drivers. The next variable in order of priority was the number of occupants in the causal vehicle. This is a very important variable, since one of the factors under consideration for the GDL is the restriction of the number of vehicle occupants under the age of 21. It is clear the 16-year-old drivers are over-represented in higher number of vehicle occupants when compared with their 17-20 year-old counterparts.

The *CARE* information mining capabilities are able to create information automatically and identify all information that might be relevant to an issue in a database, since *all* of the variables in the database are processed. Once an item of information is found, an analysis can be accomplished in a matter of minutes by using the "Why?" button in a process called *drilldown*. One of the interesting variables in the data regarding 16-year-old drivers who were involved in accidents was the over-representation of females - interesting because it is quite rare to find a female over-representation. *CARE* can be used to determine why this occurred by selecting females and then "Why?". The results indicate that females have particular problems in "Failure to Yield Right of Way." A further drilldown indicates these problems occur during left turns at low speeds and occur at stop signs and traffic signals (as opposed to yield signs). A final drilldown on stop signs indicates the accidents tend to be located in residential areas, not shopping or business districts.



CARE is in the public domain and the software to perform the analyses given above can be downloaded from the *CARE* web site (http://care.cs.ua.edu).

ALABAMA SAFETY BELT USAGE INCREASES

In an annual survey of safety belt, child restraint and motorcycle helmet usage conducted by the Alabama Department of Public Health, 15 counties (345 sites) were observed to assess usage rates for these devices. These 15 counties included the four metropolitan counties (Jefferson, Madison, Mobile and Montgomery) and 11 other counties selected randomly from the 37 next most populous counties. Alabama's safety belt usage rates increased to 58% from the 1998 survey result of 52%. This ties the highest safety belt usage rate ever recorded in the state (1992). Child restraint usage rates remained at 60% while motorcycle helmet usage (100%) remained constant from helmet usage rates found in 1997 and 1998.

During 1999, legislation was enacted in Alabama that made failure to wear safety belts a primary offense (drivers can be stopped solely for failure to wear seatbelts). Law enforcement officers began assessing fines for this offense in December 1999. Dr. Donald Williamson, state health officer, said, "This is the first year since 1992 that Alabama has reached this level of usage. Among the 15 counties surveyed, all except 2 improved from last year's usage rate. We remind everyone to buckle up and use child restraints *every* time that they ride in a vehicle."

Safety belt restraint usage was observed for more than 89,000 drivers and passengers in the 1999 survey. The county with the highest rate of compliance was Mobile at 64%. Madison county dropped from No. 1 to second place with 63% usage. Colbert county was third with 62%, while Shelby and Montgomery counties were fourth (61% each). The lowest rates were seen in Blount county (50%) and Lawrence county (52%). The county with the highest child restraint usage rate was Colbert county (72%), followed by Madison county (71%). Shelby and Etowah counties were third and fourth respectively with 67% and 63%. The lowest usage rates were seen in Escambia county (47%) and Lee county (48%).

The survey found that the greater the road's traffic volume, the greater the use of seatbelts by drivers and passengers. Epidemiologist Zahid Khawaja states, "When sorting the counties by average daily traffic volume, the results point toward a trend of safety belt usage increasing in direct proportion to traffic volume increase." (This partially explains the increase in the fatality rate in rural areas [see *CARE* Rate/Quality Control Method article, pg.33]). For additional information regarding survey design, estimation, procedures, results by county and other items, please contact Dr. Khawaja at (334) 206-5314.

Actual Savings Realized by Increasing Seatbelt Usage from 52% to 58 %

Severity of Accident	Reduction	Savings
Fatality	43	$32,879,508
Serious Injury	361	$21,050,292
Minor Injury	250	$866,283
Total	654	$54,796,083

Alabama's Primary Enforcement Law IS Working.

ALCOHOL STILL *NUMBER ONE* PROBLEM

A concern related to the recent relative gains with regard to alcohol fatality causation is that the traffic safety community within Alabama may become complacent about drinking and driving. Accurate statistics on overall crashes caused by DUI are difficult to obtain because police officers feel legal pressure to be able to prove causation. Individuals most closely studying this problem within Alabama are convinced that at least 40% of fatality crashes are DUI related. This makes driving under the influence of alcohol without question the number one fatality problem within our state. Effective countermeasures against this single factor alone would result in life-saving gains. The objective of this article is to present *CARE*-generated information on these deadly crashes to provide a better understanding of how to attack this problem.

Figures 1 and 2 illustrate the time-of-day and day-of-the-week over-representations. Selective enforcement should concentrate on the weekends, and, depending on the day, it should probably start at around 9PM and continue to 3 or 4AM. Law enforcement officials are able to perform *CARE* alcohol time-of-day by day-of-the-week cross-tabulations to determine exactly the most effective times for selective enforcement in their own areas. These cross-tabulations can be performed over the Internet (http://care.cs.ua.edu).

Figure 1

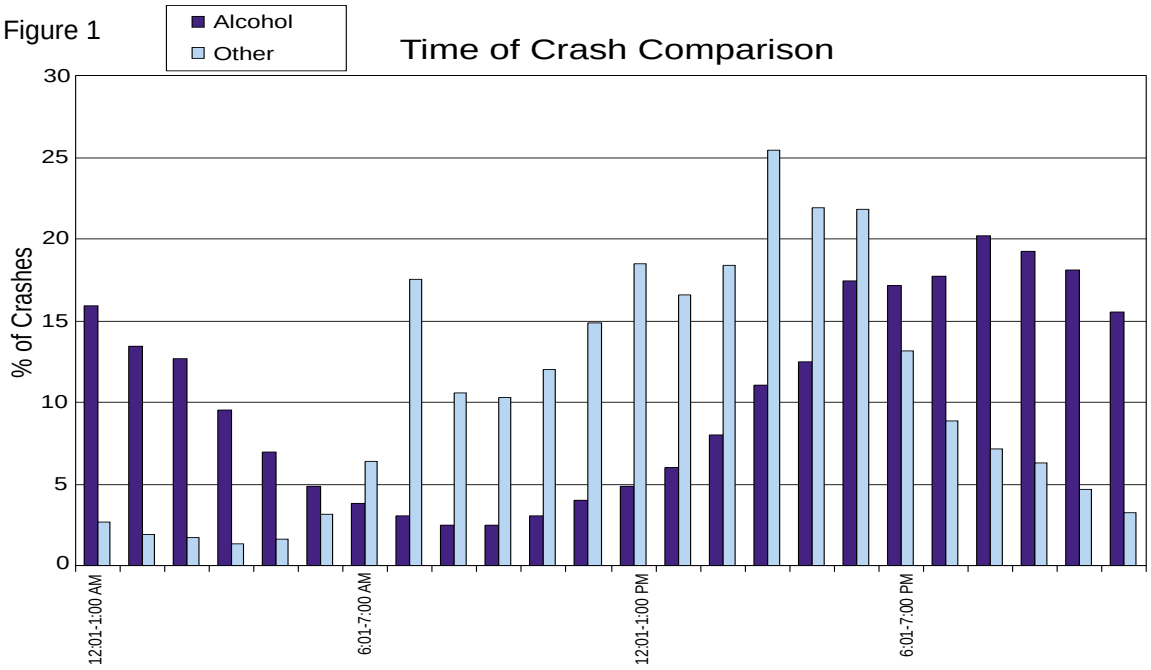
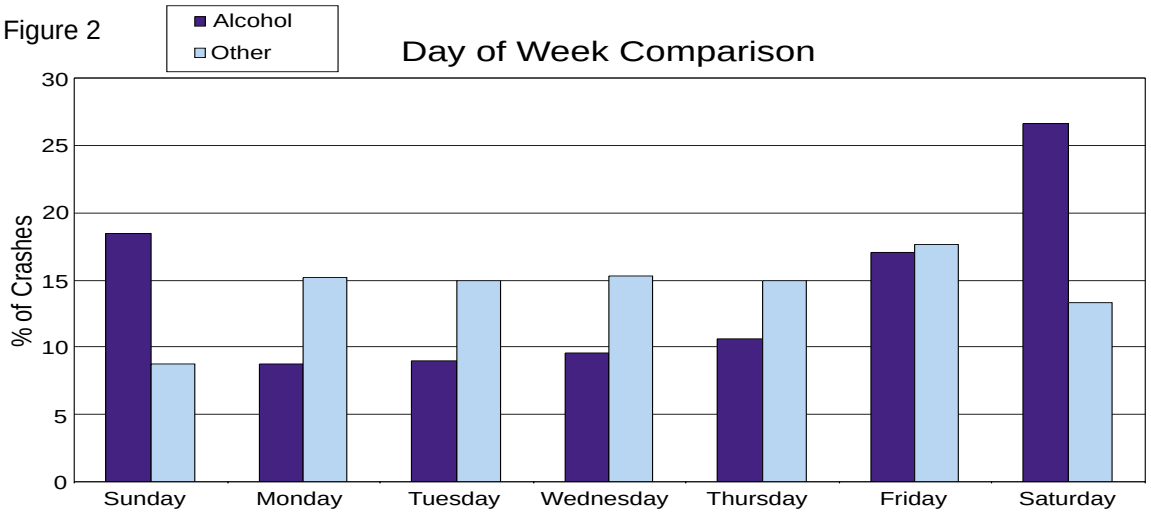


Figure 2



An alarming trend, shown in Figure 3, is that DUI drivers have revoked licenses in almost 12 times their expected proportion. These statistics illustrate that effective countermeasures must be devised to keep drivers with revoked licenses from driving anyway.

Figure 3

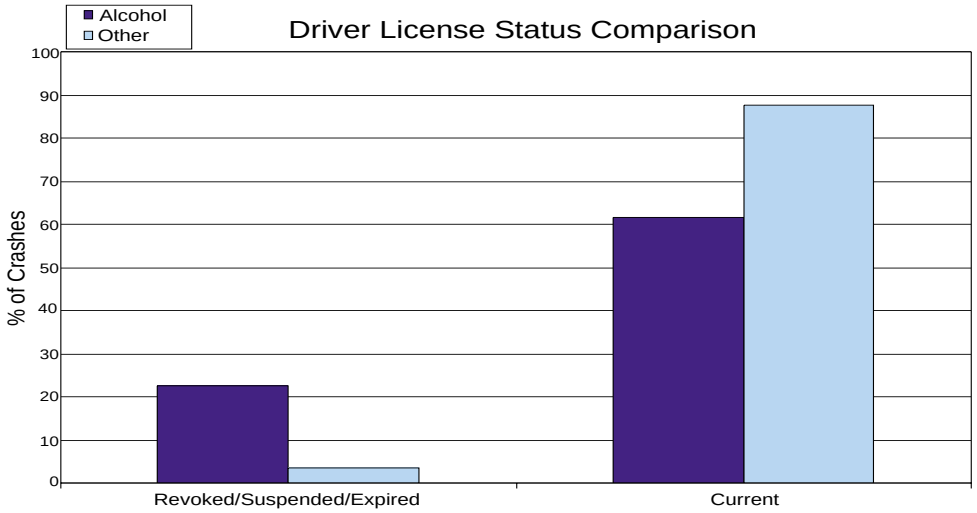


Figure 4 presents an expected result: DUI crashes involve drivers who are generally risk-takers, as reflected by the non-use of restraints. This coupled with their increased speed, as shown in Figure 5, heightens the deadliness of alcohol-related crashes.

Figure 4

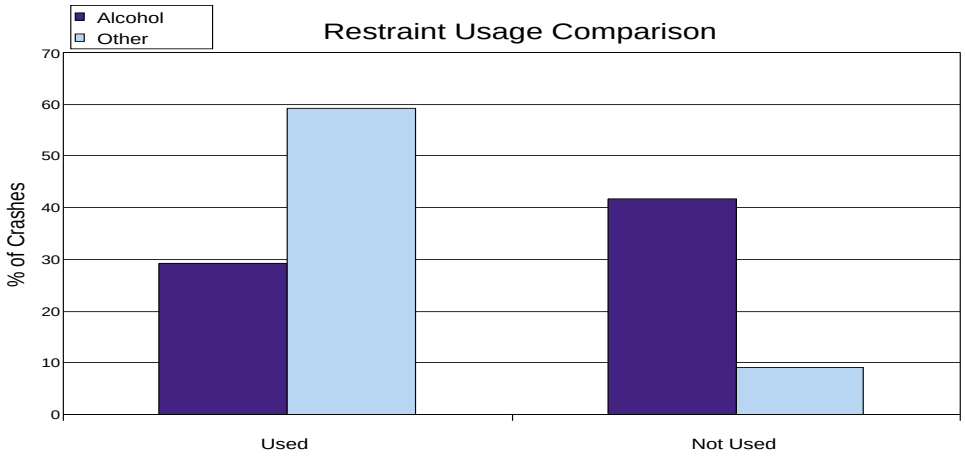
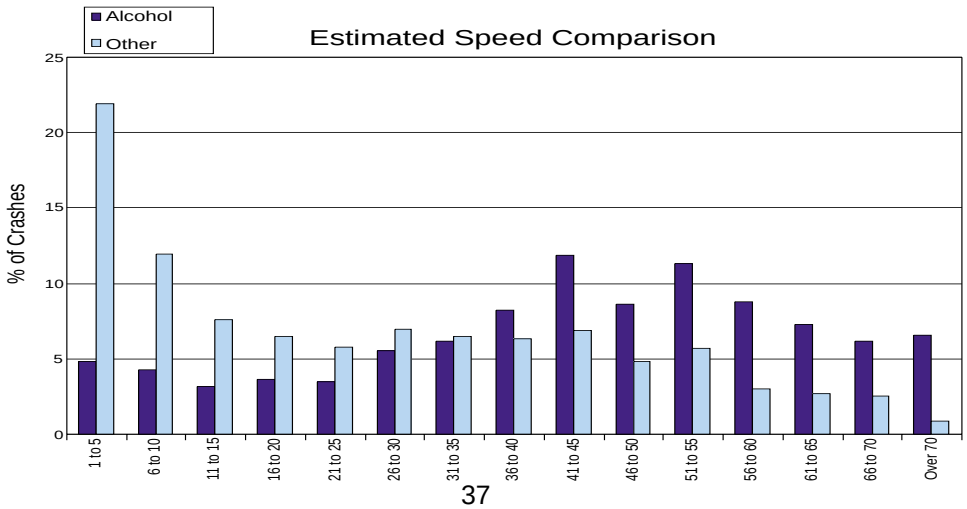


Figure 5



DEFINITIONS

The following special terms are used throughout this report, and are provided to clarify the meaning of the data.

1. Accident (or Traffic Accident): An unintended event involving a motor vehicle that causes death, injury, or property damage.

2. Alcohol Involvement Accident: Any motor vehicle accident in which a driver, pedestrian, or bicyclist had consumed alcohol.

3. Driving Under the Influence (DUI): Current Alabama Code defines it as follows:

   (Section 35-SA-191)

   A person shall not drive or be in actual physical control of any vehicle while:

   (1) There is 0.08 percent or more by weight of alcohol in his blood:

   (2) Under the influence of alcohol:

   (3) Under the influence of a controlled substance to a degree which renders him incapable of safely driving: or

   (4) Under the combined influence of alcohol and a controlled substance to a degree which renders him incapable of safely driving.

4. Economic Loss: A reasonable estimate of the costs associated with accidents, based upon current National Safety Council estimates of the loss to society for each fatality, injury, and/or property damage accident.

5. Fatality: A person who dies as the result of a motor vehicle traffic accident. (For record-keeping purposes, the death must occur within 30 days of the accident.)

6. Fatal Accident: A motor vehicle traffic accident which causes the death of one or more persons.

7. First Harmful Event: The first event (often in a series of events) involving a motor vehicle which causes death, injury, or property damage.

8. Hit-Other-Vehicle: A type of collision in which the first harmful event involves a collision between two or more vehicles.

9. Injury: A person sustaining injuries as the result of a motor vehicle traffic accident. This includes victims with the extent of injury of severe wound, other visible injury, or complaint of pain. Victims killed are not included in the injury category.

10. Mileage Death Rate: The number of fatalities per 100 million miles of vehicle travel.

11. Motor Vehicle: Any motorized (mechanically or electrically powered) vehicle not operated on rails.

12. Other Non-Collision: An event during an accident sequence which does not involve a collision with another vehicle or object. Examples include but are not limited to collapse of a bridge, passenger inhalation of gas, or fire and/or explosion within a vehicle.

DEFINITIONS - cont.

13. Overturning: An accident in which the overturning of a vehicle was the first harmful event.

14. Pedalcycle: A non-motorized vehicle propelled by pedaling (bicycle, tricycle, etc.)

15. Primary Contributing Circumstance: The main cause of an accident.

16. Rural (or Rural Area): All areas that are not incorporated.

17. Type of Crash: The category which best describes the general type of collision which was the first event.

18. Urban (or Urban Area): Any incorporated area.

19. Vehicle Miles Travelled: The estimated total number of miles driven during the year by all vehicles within the state.

INDEX

INDEX - cont.